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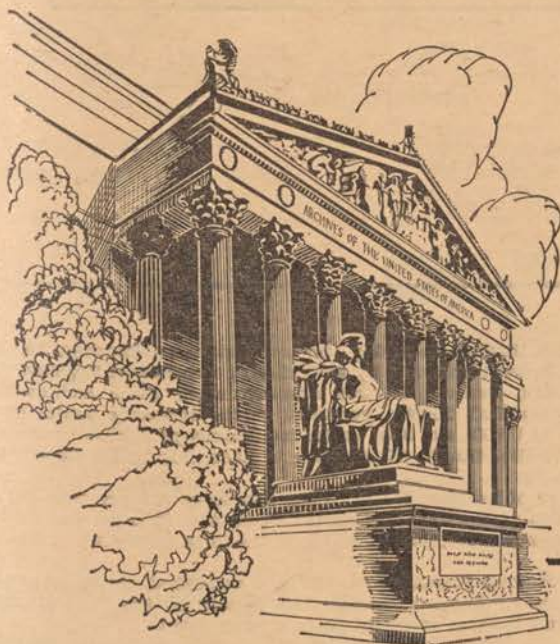
Wednesday, May 8, 1968 • Washington, D.C.

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Agencies in this issue—

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Agricultural Stabilization and
Conservation Service
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Federal Communications Commission
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Interagency Textile Administrative
Committee
Interstate Commerce Commission
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Securities and Exchange Commission
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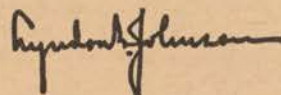
Presidential Documents

Title 3—THE PRESIDENT

Executive Order 11410

AMENDING EXECUTIVE ORDER NO. 11183, ESTABLISHING THE PRESIDENT'S COMMISSION ON WHITE HOUSE FELLOWSHIPS

By virtue of the authority vested in me as President of the United States, Executive Order No. 11183¹ of October 3, 1964, is amended by substituting for the last sentence of subsection (a) of section 1 thereof the following: "One of the members shall be designated by the President to serve as Chairman of the Commission."



THE WHITE HOUSE,
May 6, 1968.

[F.R. Doc. 68-5564; Filed, May 7, 1968; 10:00 a.m.]

¹ 3 CFR, 1964-65 Comp., p. 256; 29 F.R. 13633.

Presidential Documents

THE PRESIDENT

OF THE UNITED STATES OF AMERICA

JOHN F. KENNEDY

THE VICE PRESIDENT

OF THE UNITED STATES OF AMERICA

LYNDA B. BAKEL

THE PRESIDENT

OF THE UNITED STATES OF AMERICA

JOHN F. KENNEDY

THE VICE PRESIDENT

OF THE UNITED STATES OF AMERICA

LYNDA B. BAKEL

Rules and Regulations

Title 49—TRANSPORTATION

Subtitle A—Office of the Secretary of Transportation

[OST Docket No. 15, Amdt. 95-1]

PART 95—ADVISORY COMMITTEES

Meetings; Industry Advisory Committees

The purpose of this amendment is to provide authority for the Secretary of Transportation or his designee to waive the requirements of § 95.11(b) relating to the chairmanship of industry advisory committees whenever compliance with those requirements would interfere with the proper functioning of the committee or would be impracticable, adequate provisions are made to otherwise assure Government control of the committee's operation, the waiver would be in the public interest, and the meetings of the committee would be conducted in the presence of a full-time salaried officer or employee of the Government.

Since this amendment relates to Departmental management, procedures and practices, notice and public procedure thereon is unnecessary and it may be made effective in less than 30 days after publication in the *FEDERAL REGISTER*.

In consideration of the foregoing, Part 95 of Title 49 of the Code of Federal Regulations is amended by adding the following new sentence at the end of § 95.11(b):

§ 95.11 Meetings; industry advisory committees.

(b) * * * The Secretary or his designee may waive the requirements of this paragraph in any case in which he determines that—

(1) Compliance with that requirement would interfere with the proper functioning of the committee or would be impracticable;

(2) Adequate provisions are made to assure otherwise that the operation of the committee is subject to Government control and purpose;

(3) The waiver is in the public interest; and

(4) The meeting will be conducted in the presence of a full-time, salaried officer or employee of the Government who is required to adjourn the meeting whenever he considers it to be in the public interest.

(Sec. 7, Executive Order 11007 of Feb. 26, 1962 (3 CFR, 1959-63 Comp.); sec. 9, Department of Transportation Act (49 U.S.C. 1657))

Issued in Washington, D.C., on May 1, 1968.

ALAN S. BOYD,
Secretary of Transportation.

[F.R. Doc. 68-5456; Filed, May 7, 1968; 8:45 a.m.]

Title 32—NATIONAL DEFENSE

Chapter I—Office of the Secretary REORGANIZATION OF CODIFICATION

In order to make available additional part numbers in Subchapter M—Miscellaneous, the material published in Subchapters F and L has been redesignated and renumbered as follows:

SUBCHAPTER F—TRANSPORTATION

Part

- 171 Policy governing transportation and accommodations of military personnel and their dependents, civilian employees and their dependents, when traveling via commercial, Government, or private transportation.
- 172 Reduction of official travel overseas.
- 173 Transportation of household goods of military and civilian personnel (formerly published as Part 190).
- 174 Ocean transportation service (formerly published as Part 200).
- 175 Department of Defense shipments by foreign-flag vessels in the Cuban trade (formerly published as Part 201).
- 176 Reimbursable and nonreimbursable travel (formerly published as Part 210).
- 177 through 184 [Reserved]

SUBCHAPTER G—CIVIL DEFENSE

- 185 Military support of civil defense (formerly published as Part 220).
- 186 Employment of military resources in natural disaster emergencies within the United States, its territories and possessions (formerly published as Part 221).
- 187 through 189 [Reserved]

MAURICE W. ROCHE,
Director, Correspondence and
Directives Division, OASD
(Administration).

[F.R. Doc. 68-5457; Filed, May 7, 1968; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 68-AL-12]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zone

The purpose of this amendment to Part 71 of the Federal Aviation Regula-

tions is to alter the effective hours of the Nenana, Alaska, control zone.

The hours of operation of the Nenana Flight Service Station are being reduced from 24 hours to 16 hours per day. Air-ground communications will continue to be available outside the newly established operating hours of the Nenana Flight Service Station from the Fairbanks Flight Service Station through remote control outlets. Weather observations will not be taken during the low aeronautical activity periods from 2200 Friday to 0600 Saturday and from 2200 Saturday to 0600 Sunday, local time. Therefore, the effective time of the Nenana control zone is redesignated to coincide with the periods of the weather reporting service.

Additionally, in order to provide for minor adjustments to the part-time designation of the control zone caused by changes in aeronautical activity or scheduled weather observations, the effective time of the control zone will hereafter be established in advance by Notice to Airman and continuously published in the Alaska Airman's Guide and Chart Supplement.

Since this amendment would be less restrictive and would impose no additional burden on any person, notice and public procedure requirements of the Administrative Procedure Act are unnecessary and the amendment may be effective on less than 30 days' notice.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., May 23, 1968, as hereinafter set forth.

In § 71.171 (33 F.R. 2058) the Nenana control zone is amended by adding: "This control zone is effective from 0600 Sunday through 2200 Friday and from 0600 through 2200 Saturday, local time, or during the specific days and times established in advance by Notice to Airman. The effective times will thereafter be continuously published in the Alaska Airman's Guide and Chart Supplement."

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Anchorage, Alaska, on April 29, 1968.

LYLE K. BROWN,
Director, Alaskan Region.

[F.R. Doc. 68-5507; Filed, May 7, 1968; 8:49 a.m.]

[Airspace Docket No. 67-SO-98]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zones and Transition Area

On March 14, 1968, a notice of proposed rule making was published in the *FEDERAL REGISTER* (33 F.R. 4525) stating that the Federal Aviation Administration was considering amendments to

Part 71 of the Federal Aviation Regulations that would alter the Jacksonville, Fla., transition area and control zones in the vicinity of Jacksonville.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., July 25, 1968, as hereinafter set forth.

1. In § 71.171 (33 F.R. 2058) the following amendments are made:

a. The Jacksonville, Fla. (Thomas Cole Imeson Airport), control zone is amended to read as follows:

JACKSONVILLE, FLA. (THOMAS COLE IMESON AIRPORT)

Within a 5-mile radius of Thomas Cole Imeson Airport (lat. 30°25'20" N., long. 81°38'05" W.); within 2 miles each side of the Jacksonville VORTAC 070° radial, extending from the 5-mile radius zone to 8 miles east of the VORTAC; and within 2 miles each side of the Jacksonville ILS localizer southwest course, extending from the 5-mile radius zone to the OM. The portion within a 5-mile radius of NS Mayport, Mayport, Fla. (lat. 30°23'30" N., long. 81°25'25" W.) is excluded.

b. The Jacksonville, Fla. (NAS Jacksonville) control zone is amended to read as follows:

JACKSONVILLE, FLA. (NAS JACKSONVILLE)

Within a 5-mile radius of NAS Jacksonville (lat. 30°14'10" N., long. 81°40'40" W.); within 2 miles each side of the 085° bearing from the Navy Cecil RBN (lat. 30°13'15" N., long. 81°52'12" W.), extending from the 5-mile radius zone to the RBN; within 2 miles each side of the Navy Cecil VOR 084° radial, extending from the 5-mile radius zone to the VOR. The portion within a 5-mile radius of NAS Cecil Field (lat. 30°13'05" N., long. 81°52'45" W.) is excluded.

c. The Jacksonville, Fla. (NAS Cecil Field) control zone is amended to read as follows:

JACKSONVILLE, FLA. (NAS CECIL FIELD)

Within a 5-mile radius of the NAS Cecil Field (lat. 30°13'05" N., long. 81°52'45" W.); within 2 miles each side of the Navy Cecil VOR 180° radial, extending from the 5-mile radius zone to 12 miles south of the VOR; within 2 miles each side of the 180° bearing from the Navy Cecil RBN (lat. 30°13'15" N., long. 81°52'12" W.), extending from the 5-mile radius zone to 12 miles south of the RBN; and within 2 miles each side of the Navy Cecil TACAN 355° radial, extending from the 5-mile radius zone to 7 miles north of the TACAN.

d. The Mayport, Fla. (NS Mayport) control zone is amended to read as follows:

MAYPORT, FLA. (NS MAYPORT)

Within a 5-mile radius of NS Mayport (lat. 30°23'30" N., long. 81°25'25" W.); within 2 miles each side of the Navy Mayport TACAN 041° radial, extending from the 5-mile radius zone to 6 miles northeast of the TACAN; and within 2 miles each side of the 057° bearing from the Navy Mayport RBN (lat. 30°23'36" N., long. 81°25'34" W.), extending from the 5-mile radius zone to 8 miles northeast of the RBN.

2. In § 71.181 (33 F.R. 2137) the Jacksonville, Fla., transition area is amended by deleting all preceding "and that airspace extending upward from 1,200 feet above the surface" and substituting therefor "That airspace extending upward from 700 feet above the surface within an 8-mile radius of Thomas Cole Imeson Airport (lat. 30°25'20" N., long. 81°38'05" W.); within 2 miles each side of the Jacksonville ILS localizer southwest course, extending from the OM to 8 miles southwest of the OM; within 2 miles each side of the Jacksonville VORTAC 070° radial, extending from the Thomas Cole Imeson 8-mile radius area to 12 miles east of the VORTAC; within an 8-mile radius of NS Mayport (lat. 30°23'30" N., long. 81°25'25" W.); within 2 miles each side of the Navy Mayport TACAN 041° radial extending from the NS Mayport 8-mile radius area to 12 miles northeast of the TACAN; within a 5-mile radius of Craig Municipal Airport (lat. 30°20'10" N., long. 81°30'50" W.); within an 8-mile radius of NAS Jacksonville (lat. 30°14'10" N., long. 81°40'40" W.); within an 8-mile radius of NAS Cecil Field (lat. 30°13'05" N., long. 81°52'45" W.);".

(Secs. 307(a), 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348 and 1510); Executive Order 10854 (24 F.R. 9565))

Issued in Washington, D.C., on May 3, 1968.

T. McCORMACK,
Acting Chief, Airspace and Air
Traffic Rules Division.

[F.R. Doc. 68-5463; Filed, May 7, 1968;
8:46 a.m.]

[Airspace Docket No. 67-EA-124]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On page 2788 of the FEDERAL REGISTER for February 9, 1968, the Federal Aviation Administration published proposed regulations which would alter the Washington, D.C., transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968, as follows:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to add in the Washington, D.C., transition area the coordinates "to latitude 38°30'00" N., longitude 77°04'00" W." after the coordinates "38°35'00" N., longitude 76°54'20" W."

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 68-5467; Filed, May 7, 1968;
8:46 a.m.]

[Airspace Docket No. 67-EA-126]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On page 2788 of the FEDERAL REGISTER for February 9, 1968, the Federal Aviation Administration published proposed regulations which would alter the Oneonta, N.Y., transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Oneonta, N.Y., transition area the radial "066°" and insert in lieu thereof "067°" and delete the sentence "This transition area shall be effective from sunrise to sunset, daily."

[F.R. Doc. 68-5468; Filed, May 7, 1968;
8:46 a.m.]

[Airspace Docket No. 67-EA-130]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On page 2789 of the FEDERAL REGISTER for February 9, 1968, the Federal Aviation Administration published proposed regulations which would alter the Saranac Lake, N.Y., transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t. June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the Saranac Lake, N.Y., transition area the figure "12" and insert in lieu thereof the figure "13"; delete the sentence "This transition area is effective from sunrise to sunset, daily."

[F.R. Doc. 68-5469; Filed, May 7, 1968;
8:46 a.m.]

[Airspace Docket No. 68-EA-9]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

On page 4377 of the FEDERAL REGISTER for March 9, 1968, the Federal Aviation Administration published proposed regulations which would alter the Blacksburg, Va., transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete, in the description of the Blacksburg, Va., transition area, the last sentence.

[F.R. Doc. 68-5470; Filed, May 7, 1968; 8:46 a.m.]

[Airspace Docket 68-EA-42]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Transition Area

The Federal Aviation Administration is amending § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the reference to the Red Hill Fan Marker in the description of the Roanoke, Va., transition area.

The subject fan marker is being de-commissioned and coordinates are being substituted.

Since the amendment is minor in nature and imposes no additional burden on any person, notice and public procedure herein are unnecessary and the rule may be made effective upon publication in less than 30 days.

In view of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective upon publication in the FEDERAL REGISTER as follows:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations by deleting from the Roanoke, Va., transition area the phrase "the Red Hill Fan Marker" and insert in lieu thereof the coordinates "37°10'28" N., 79°55'48" W."

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 15, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.
[F.R. Doc. 68-5471; Filed, May 7, 1968; 8:46 a.m.]

[Airspace Docket No. 67-EA-16]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On page 8977 of the FEDERAL REGISTER for June 23, 1967, the Federal Aviation Administration published a proposed regulation which would designate a 700-foot floor transition area over Emporia Municipal Airport, Emporia, Va.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

Subsequent to the publication of the proposed rule a 9 degree revision was made to the instrument final approach course which will require a 9° change to the bearing of the transition area extension. This revision is, however, minor in nature and notice and public procedure herein are unnecessary.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968, except as follows:

In the description of the transition area delete the figure "144°" and insert in lieu thereof the figure "135°."

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Emporia, Va., transition area described as follows:

EMPORIA, VA.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center, 36°41'15" N., 77°29'10" W., of Emporia Municipal Airport, Emporia, Va.; within 2 miles each side of the Runway 27 centerline extended from the 6-mile radius area to 6 miles west of the end of the runway; within 2 miles each side of the Runway 33 centerline extended from the 6-mile radius area to 6 miles northwest of the end of the runway and within 2 miles each side of the 135° bearing from the Emporia RBN (36°41'20" N., 77°29'30" W.) extending from the 6-mile radius area to 8 miles southeast of the RBN.

[F.R. Doc. 68-5472; Filed, May 7, 1968; 8:46 a.m.]

[Airspace Docket No. 67-EA-78]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On page 15120 of the FEDERAL REGISTER for November 1, 1967, and page 2789 for February 9, 1968, the Federal Aviation Administration published a proposed rule and an amendment to such proposal which would designate a 700-foot floor transition area over Sky Acres Airport, Millbrook, N.Y.

Interested parties were given 30 days after publication in which to submit

written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t. June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Millbrook, N.Y., transition area described as follows:

MILLBROOK, N.Y.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°42'25" N., 73°44'20" W., of the Sky Acres Airport, Millbrook, N.Y., and within 2 miles each side of the centerline of Runway 17 extended from the 5-mile radius area to 6 miles south of the end of the runway, excluding that portion within the Poughkeepsie, N.Y., and the Red Hook, N.Y., transition areas.

[F.R. Doc. 68-5473; Filed, May 7, 1968; 8:46 a.m.]

[Airspace Docket No. 67-EA-123]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On page 2790 of the FEDERAL REGISTER for February 9, 1968, the Federal Aviation Administration published proposed regulations which would designate a 700-foot floor transition area over Meriden Markham Municipal Airport, Meriden, Conn.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t. June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Meriden, Conn., transition area described as follows:

MERIDEN, CONN.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 41°30'35" N., 72°49'50" W. of Meriden Markham Municipal Airport, Meriden, Conn.; and within 2 miles each side of the Runway 36 centerline extended from the 5-mile radius area to 7 miles north of the end of the runway, excluding the portion which coincides with the Bridgeport, Conn., and Hartford, Conn., transition areas.

[F.R. Doc. 68-5474; Filed, May 7, 1968; 8:46 a.m.]

[Airspace Docket No. 67-EA-141]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Designation of Transition Area**

On page 2790 of the FEDERAL REGISTER for February 9, 1968, the Federal Aviation Administration published proposed regulations which would designate a 700-foot floor transition area over Rehoboth Beach, Del.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Rehoboth Beach, Del., transition area described as follows:

REHOBOTH BEACH, DEL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°43'10" N., 75°07'35" W., of Rehoboth Airfield, Rehoboth Beach, Del., and within 2 miles each side of the Waterlo, Del., VORTAC 144° radial extending from the 5-mile radius area to the VORTAC. This transition area is effective from sunrise to sunset, daily.

[F.R. Doc. 68-5475; Filed, May 7, 1968; 8:46 a.m.]

[Airspace Docket No. 67-EA-147]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Designation of Transition Area**

On page 2790 of the FEDERAL REGISTER for February 9, 1968, the Federal Aviation Administration published proposed regulations which would designate a 700-foot floor transition area over Albion Airstrip, Albion, N.J.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Albion, N.J., transition area described as follows:

ALBION, N.J.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 39°46'40" N., 74°56'55" W., of Albion Airstrip, Albion, N.J., and within 2 miles each side of the Millville VORTAC 003° radial extending from the 5-mile radius area to the VORTAC, excluding the portion that coincides with the Millville, N.J., transition area. This transition area is effective from sunrise to sunset, daily.

[F.R. Doc. 68-5476; Filed, May 7, 1968; 8:47 a.m.]

[Airspace Docket No. 67-EA-148]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Designation of Transition Area**

On page 4377 of the FEDERAL REGISTER for March 9, 1968, and page 4527 for March 14, 1968, the Federal Aviation Administration published a proposed regulation and a correction to such proposed regulation which would designate a 700-foot floor transition area over St. Marys Municipal Airport, St. Marys, Pa.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a St. Marys, Pa., transition area described as follows:

ST. MARYS, PA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 41°24'45" N., 78°30'20" W., of St. Marys Municipal Airport, St. Marys, Pa.; within 2 miles each side of the Runway 9 centerline extended from the 5-mile radius area to 7 miles east of the end of the runway; within 2 miles each side of the Runway 27 centerline extended from the 5-mile radius area to 5 miles west of the end of the runway and within 2 miles each side of the Slate Run VORTAC 256° radial extending from the 5-mile radius area to 19 miles west of the VORTAC.

[F.R. Doc. 68-5477; Filed, May 7, 1968; 8:47 a.m.]

[Airspace Docket No. 68-EA-1]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Designation of Transition Area**

On page 4375 of the FEDERAL REGISTER for March 9, 1968, the Federal Aviation Administration published proposed regulations which would designate a 700-foot floor transition area over Ocean City Airport, Ocean City, Md., and alteration

of the Chincoteague, Va., 1,200-foot floor transition area.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate an Ocean City, Md., transition area described as follows:

OCEAN CITY, MD.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 38°18'35" N., 75°07'20" W., of Ocean City Airport, Ocean City, Md., and within 2 miles each side of the Snow Hill, Md., VORTAC 047° radial extending from the 5-mile radius area to 18 miles northeast of the VORTAC excluding the portion outside the United States.

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Chincoteague, Va., transition area the phrase "and the area extending northeast from the 12-mile radius area bounded on the northwest by the southeast boundary of V-139, on the northeast by the Salisbury, Md., VOR 114° radial, and on the southeast by a line 3 miles southeast of and parallel to the southeast boundary of V-139," and inserting in lieu thereof the following: "; that airspace northwest of the Snow Hill, Md., VORTAC bounded on the northwest by V-1, on the east by V-29 and on the south by the 12-mile radius area; within 8 miles southeast and 5 miles northwest of the Snow Hill, Md., VORTAC 047° radial extending from the VORTAC to 26 miles northeast; within 5 miles each side of the Waterlo, Del., VORTAC 172° radial extending from 18 miles south to 40 miles south of the VORTAC."

[F.R. Doc. 68-5478; Filed, May 7, 1968; 8:47 a.m.]

[Airspace Docket 68-EA-2]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS**Designation of Transition Area**

On page 4376 of the FEDERAL REGISTER for March 9, 1968, the Federal Aviation Administration published proposed regulations which would designate a 700-foot floor transition area over Fulton Municipal Airport, Fulton, N.Y.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t. June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 22, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Fulton, N.Y., transition area described as follows:

FULTON, N.Y.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 43°21'05" N., 76°23'20" W., of Fulton Municipal Airport, Fulton, N.Y., excluding the portion that coincides with the Syracuse, N.Y., transition area.

[F.R. Doc. 68-5479; Filed, May 7, 1968; 8:47 a.m.]

[Airspace Docket No. 68-EA-4]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Designation of Transition Area

On page 4376 of the FEDERAL REGISTER for March 9, 1968, the Federal Aviation Administration published proposed regulations which would designate a 700-foot transition area over Shelby Community Airport, Shelby, Ohio.

Interested parties were given 30 days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., June 20, 1968.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on April 23, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Shelby, Ohio, transition area described as follows:

SHELBY, OHIO

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center 40°52'25" N., 82°41'55" W., of Shelby Community Airport, Shelby, Ohio, excluding the portion which coincides with the Mansfield, Ohio, transition area.

[F.R. Doc. 68-5480; Filed, May 7, 1968; 8:47 a.m.]

[Airspace Docket No. 67-WE-65]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

PART 75—ESTABLISHMENT OF JET ROUTES

Designation of Controlled Airspace and Jet Route

On February 9, 1968, a notice of proposed rule making was published in the

FEDERAL REGISTER (33 F.R. 2792) stating that the Federal Aviation Administration was considering designation of a jet route and appropriate controlled airspace as required between Oakland, Calif., and Malcolm Island, British Columbia, Canada.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

The notice stated that the jet route would be designated as J-502 to provide a single numbered route between Oakland and Anchorage, Alaska. This statement was in error. Action taken herein is identical to that proposed in the notice; however, this action will provide a single numbered jet route between Oakland and Fairbanks, Alaska, rather than between Oakland and Anchorage.

In consideration of the foregoing Parts 71 and 75 are altered effective 0901 G.m.t., June 20, 1968, as hereinafter set forth.

1. Section 75.100 (33 F.R. 2349) is amended as follows:

a. In the caption of Jet Route No. 502 "United States/Canadian border" is deleted and "Oakland, Calif." is substituted therefor.

b. In the text of Jet Route No. 502 all after "Annette Island, Alaska;" is deleted and "Malcolm Island, British Columbia, Canada; Tofino, British Columbia, Canada, RBN; Neah Bay, Wash., RBN; Hoquiam, Wash.; Medford, Oreg.; Ukiah, Calif.; INT of Ukiah 172° and Oakland, Calif., 305° radials; to Oakland, excluding the portion within Canada." is substituted therefor.

c. In the caption of Jet Route No. 88 "Medford, Oreg." is deleted and "Oakland, Calif." is substituted therefor.

d. In the text of Jet Route No. 88 all after "Oakland, Calif., 170° radials;" is deleted and "to Oakland." is substituted therefor.

2. Section 71.161 (33 F.R. 2050) is amended by adding the following:

J-502 from Tofino, British Columbia, Canada, RBN via Neah Bay, Wash., RBN; Hoquiam, Wash.; to Medford, Oreg.; from Ukiah, Calif., to Oakland, Calif. excluding the portion within Canada.

(Secs. 307(a), 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348, 1510); Executive Order 10854 (24 F.R. 9565))

Issued in Washington, D.C., on May 2, 1968.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 68-5465; Filed, May 7, 1968; 8:45 a.m.]

[Airspace Docket No. 68-AL-7]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Areas

The purpose of this amendment to Part 73 of the Federal Aviation Regula-

tions is to change the time of designation of Restricted Areas R-2203 A and B, Eagle River, Alaska.

The Department of the Army has agreed to a change in the time of designation for the above-mentioned restricted areas from "Continuous" to "Daily, Monday through Friday; other time as activated by NOTAM issued by the using agency at least 24 hours in advance."

Since this amendment reduces the burden on the public, notice and public procedure hereon are unnecessary and the amendment may be made effective on less than 30 days notice.

In consideration of the foregoing, § 73.22 (33 F.R. 2299) is amended, effective immediately, as follows:

In R-2203 A and B "Time of designation: Continuous." is deleted and "Time of designation: Daily, Monday through Friday, other times as activated by NOTAM issued by the using agency at least 24 hours in advance." is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on May 1, 1968.

WILLIAM M. FLENER,
Acting Director, Air Traffic Service.

[F.R. Doc. 68-5466; Filed, May 7, 1968; 8:46 a.m.]

[Airspace Docket No. 68-CE-5]

PART 75—ESTABLISHMENT OF JET ROUTES

Establishment of Jet Route

On February 29, 1968, a notice of proposed rule making was published in the FEDERAL REGISTER (33 F.R. 3572) stating that the Federal Aviation Administration was considering an amendment to Part 75 of the Federal Aviation Regulations that would designate J-19 from Phoenix, Ariz., to St. Louis, Mo.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended effective 0901 G.m.t., June 20, 1968, as hereinafter set forth.

In § 75.100 (33 F.R. 2349) Jet Route No. 19 is added as follows:

JET ROUTE NO. 19 (PHOENIX, ARIZ., TO ST. LOUIS, MO.)

From Phoenix, Ariz., via St. Johns, Ariz.; Albuquerque, N. Mex.; Las Vegas, N. Mex.; Liberal, Kans.; Wichita, Kans.; Butler, Mo.; to St. Louis, Mo.

(Sec. 307(a), Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on May 2, 1968.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 68-5464; Filed, May 7, 1968; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 8833; Amdt. 593]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

The amendments to the standard instrument approach procedures contained herein are adopted to become effective when indicated in order to promote safety. The amended procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the complete procedure is republished in this amendment indicating the changes to the existing procedures.

As a situation exists which demands immediate action in the interests of safety in air commerce, I find that compliance with the notice and procedure provisions of the Administrative Procedure Act is impractical and that good cause exists for making this amendment effective within less than 30 days from publication.

In view of the foregoing and pursuant to the authority delegated to me by the Administrator (24 F.R. 5662), Part 97 (14 CFR Part 97) is amended as follows:

1. By amending § 97.11 of Subpart B to amend low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
EPH VOR.....	MW LOM.....	Direct.....	2900	T-dn%.....	300-1	300-1	300-1½
MWH VOR.....	MW LOM.....	Direct.....	2900	C-dn.....	600-1	600-1	600-1½
Wilson Creek Int.....	MW LOM.....	Direct.....	3200	S-dn-32R.....	500-1	500-1	500-1
				A-dn*.....	900-2	900-2	900-2

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 2900' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 321°—4.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing MW LOM, turn left climb to 2900' direct to MW LOM.

AIR CARRIER NOTE: Sliding scale not authorized. Visibility reduction not authorized.

NOTE: Use Ephrata altimeter setting when control zone not effective.

% Takeoffs all runways: Climb direct to the MWH VOR, then continue on R 140° within 10 miles to cross the MWH VOR at or above: Southwestbound V-2, 2800'.

*Alternate minimums not authorized when control zone not effective.

MSA within 25 miles of facility: 000°-090°—3000'; 090°-270°—3700'; 270°-360°—3900'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., MHW/LOM; Ident., MW; Procedure No. NDB (ADF) Runway 32R, Amdt. 2; Eff. date, 23 May 68; Sup. Amdt. No. ADF 1, Amdt. 1; Dated, 31 Dec. 66

Stonewall Int.....	LOM (final).....	Direct.....	1600	T-dn.....	300-1	300-1	300-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-1R.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radar available.

Procedure turn W side of crs, 186° Outbnd, 006° Inbnd, 1600' within 10 miles.

Procedure turn must be authorized by ATC.

Minimum altitude over facility on final approach crs, 1600'.

Crs and distance, facility to airport, 006°—4.6 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing IA LOM, proceed direct to Poolesville NDB. Hold N 006° bearing, 186° Inbnd, 2800', 1-minute right turns.

MSA within 25 miles of facility: 000°-090°—2300'; 090°-180°—1900'; 180°-270°—2400'; 270°-360°—3300'.

City, Washington; State, D.C.; Airport name, Dulles International; Elev., 313'; Fac. Class., LOM; Ident., IA; Procedure No. NDB (ADF) Runway 1R, Amdt. 6; Eff. date, 23 May 68; Sup. Amdt. No. 5; Dated, 5 Aug. 67

Boyd's Int.....	Poolesville NDB (final).....	Direct.....	2300	T-dn.....	300-1	300-1	300-1½
Frederick VOR.....	Poolesville NDB.....	Direct.....	2800	C-dn.....	500-1	500-1	500-1½
Sugar Loaf Int.....	Poolesville NDB.....	Direct.....	2800	S-dn-19R.....	500-1	500-1	500-1
				A-dn.....	800-2	800-2	800-2
				If DLX OM received the following minimums apply:			
				S-dn-19R.....	400-1	400-1	400-1

Radar available.

Procedure turn W side of crs, 006° Outbnd, 186° Inbnd, 2800' within 10 miles of Poolesville NDB.

Minimum altitude over Poolesville NDB on final approach crs, 2300'.

Crs and distance, facility to airport, 186°—7.3 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.3 miles after passing PLV NDB, make a right-climbing turn, proceed direct to PLV NDB.

Hold N 186° bearing Inbnd, 2800', 1-minute right turns.

MSA within 25 miles of facility: 000°-090°—3000'; 090°-180°—2100'; 180°-270°—3300'; 270°-360°—3000'.

City, Washington; State, D.C.; Airport name, Dulles International; Elev., 313'; Fac. Class., MHW; Ident., PLV; Procedure No. NDB (ADF) Runway 19R, Amdt. 6; Eff. date, 23 May 68; Sup. Amdt. No. ADF 2, Amdt. 5; Dated, 12 Mar. 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Cellings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn%.....	500-1	500-1	500-1
				C-dn.....	1000-1	1000-1	1000-1½
				A-dn#.....	NA	NA	NA

Procedure turn N side of crs, 110° Outbnd, 290° Inbnd, 5000' within 10 miles. Beyond 10 miles not authorized. Restricted area 11.5 miles SE of ELN VOR.

Minimum altitude over facility on final approach crs, 3500'.

Crs and distance, facility to airport, 260°—2.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.7 miles after passing ELN VOR make climbing left turn to 5000' on R 110°, ELN VOR within 10 miles.

CAUTION: High terrain all quadrants.

*No weather service. Air carrier use not authorized.

%Takeoffs all runways: Climb on the ELN VOR R 268° within 5 miles to cross ELN VOR at 2800' northeastbound on V-2; 4500' northeastbound on V-336; 5000' northbound on V-25; 3000' southbound on V-25; 3500' westbound on V-2 and V-28. All turns S of R 267°.

MSA within 25 miles of facility: 000°-090°-7000'; 090°-180°-5100'; 180°-270°-7400'; 270°-360°-8100'.

City, Ellensburg; State, Wash.; Airport name, Bowers Field; Elev., 1766'; Fac. Class., L-BVORTAC; Ident., ELN; Procedure No. VOR-1, Amdt. 4; Eff. date, 23 May 68; Sup. Amdt. No. 1, Amdt. 3; Dated, 7 Aug. 65

T-dn%.....	300-1	300-1	200-1½
C-dn.....	800-2	800-2	800-2
S-dn-20.....	400-1	400-1	400-1
A-dn.....	1000-3	1000-3	1000-3

Procedure turn N side of crs, 022° Outbnd, 202° Inbnd, 3500' within 10 miles.

Minimum altitude over facility on final approach crs, 2800'.

Crs and distance, facility to airport, 202°—4.9 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing EPH VOR, turn left, climb to EPH VOR. Continue climb to 4000' on R 060° within 10 miles.

%Takeoffs all runways: Climb direct to EPH VOR, thence continue climb on R 060° EPH VOR within 10 miles so as to cross EPH VOR at or above: Southwest bound V-336, 2800'; West bound 4-2N, 2800'; all turns N side R 060°.

MSA within 25 miles of facility: 000°-090°-3500'; 090°-180°-2800'; 180°-360°-4700'.

City, Ephrata; State, Wash.; Airport name, Ephrata Municipal; Elev., 1272'; Fac. Class., H-BVORTAC; Ident., EPH; Procedure No. VOR Runway 20, Amdt. 12; Eff. date, 23 May 68; Sup. Amdt. No. 11; Dated, 27 Jan. 68

MWH VOR.....	EPH VOR.....	Direct.....	4200	T-dn%.....	300-1	300-1	200-1½
				C-d.....	700-1	700-1	700-1½
				C-n.....	700-2	700-2	700-2
				A-dn#.....	900-2	900-2	900-2

Procedure turn E side of crs, 316° Outbnd, 136° Inbnd, 4200' within 10 miles.

Minimum altitude over facility on final approach crs, 4000'.

Crs and distance, facility to airport, 136°—10 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 10 miles after passing EPH VOR turn left, climb to 4200' direct to EPH VOR.

NOTE: Use Ephrata altimeter setting when control zone not effective.

%Takeoffs all runways: Climb direct to the MWH VOR, then continue on R 140° within 10 miles to cross the MWH VOR at or above: Southwestbound V2, 2800'.

*Alternate minimums not authorized when control zone not available.

MSA within 25 miles of facility: 000°-090°-3500'; 090°-180°-2800'; 180°-360°-4700'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., H-BVOR; Ident., EPH; Procedure No. VOR Runway 14L, Amdt. 2; Eff. date, 23 May 68; Sup. Amdt. No. VOR 2, Amdt. 1; Dated, 31 Dec. 66

EPH VOR.....	MWH VOR.....	Direct.....	2900	T-dn%.....	300-1	300-1	200-1½
				C-d.....	600-1	600-1	600-1½
Wilson Creek Int.....	MWH VOR.....	Direct.....	3200	C-n.....	600-2	600-2	600-2
				S-d-32R.....	600-1	600-1	600-1
				S-n-32R.....	600-2	600-2	600-2
				A-dn#.....	900-2	900-2	900-2
				If aircraft equipped to receive VOR and LOM or OM simultaneously and MW LOM/OM identified, the following minimums apply:			
				S-dn-32R.....	400-1	400-1	400-1

Procedure turn E side of crs, 140° Outbnd, 320° Inbnd, 2900' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'; over LOM/OM, 2200'.

Crs and distance, facility to airport, 320°—6.1 miles; MW LOM/OM to airport, 321°—4.7 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing MW LOM/OM, or 6.1 miles after passing MWH VOR, turn left, climb to 2900' direct MWH VOR.

AIR CARRIER NOTE: Sliding scale for landing authorized to ¾ mile on 400-1 minimums only.

NOTE: Use Ephrata altimeter setting when control zone is not effective.

%Takeoffs all runways: Climb direct to the MWH VOR, then continue on R 140° within 10 miles to cross the MWH VOR at or above: Southwestbound V2, 2800'.

*Alternate minimums not authorized when control zone not effective.

400-¾ authorized with operative HIRL or ALS, except for 4-engine turbojets.

MSA within 25 miles of facility: 000°-180°-3000'; 180°-270°-3700'; 270°-360°-3900'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., L-VOR; Ident., MWH; Procedure No. VOR Runway 32R, Amdt. 3; Eff. date, 23 May 68; Sup. Amdt. No. VOR 1, Amdt. 2; Dated, 31 Dec. 66

2. By amending § 97.11 of Subpart B to delete low or medium frequency range (L/MF), automatic direction finding (ADF) and very high frequency omnirange (VOR) procedures as follows:

Dallas, Tex.—Redbird, ADF 1, Amdt. 4, 1 Jan. 1966 (established under Subpart C).
Houston, Tex.—Spaceland Airpark, NDB (ADF) Runway 31, Amdt. 1, 29 July 1967 (established under Subpart C).
Mansfield, Ohio—Mansfield Lahm Municipal, NDB (ADF) Runway 32, Amdt. 2, 28 Aug. 1965 (established under Subpart C).
Schenectady, N.Y.—Schenectady County, ADF 1, Amdt. 4, 26 Dec. 1964 (established under Subpart C).
Schenectady, N.Y.—Schenectady County, ADF 2, Amdt. 5, 29 Jan. 1966 (established under Subpart C).
Dallas, Tex.—Redbird, VOR 1, Amdt. 1, 23 July 1966 (established under Subpart C).
Danbury, Conn.—Danbury Municipal, VOR 1, Amdt. 1, 30 Oct. 1965 (established under Subpart C).
Houston, Tex.—Spaceland Airpark, VOR Runway 31, Orig., 29 July 1967 (established under Subpart C).
Kokomo, Ind.—Kokomo Municipal, VOR Runway 22, Amdt. 3, 28 Jan. 1967 (established under Subpart C).
Kokomo, Ind.—Kokomo Municipal, VOR Runway 31, Amdt. 5, 28 Jan. 1967 (established under Subpart C).
Mansfield, Ohio—Mansfield Lahm Municipal, VOR 1, Amdt. 4, 25 Sept. 1965 (established under Subpart C).
Southbridge, Mass.—Southbridge Municipal, VOR 1, Orig., 29 Aug. 1964 (established under Subpart C).

3. By amending § 97.13 of Subpart B to delete terminal very high frequency omnirange (TerVOR) procedures as follows:

Dallas, Tex.—Addison, TerVOR-15, Amdt. 8, 6 Mar. 65 (established under Subpart C).
Dallas, Tex.—Addison, TerVOR-33, Amdt. 7, 6 Mar. 1965 (established under Subpart C).
Schenectady, N.Y.—Schenectady Co., TerVOR-22, Amdt. 1, 24 Dec. 1966 (established under Subpart C).

4. By amending § 97.15 of Subpart B to delete very high frequency omnirange-distance measuring equipment (VOR/DME) procedures as follows:

Mansfield, Ohio—Mansfield Lahm Municipal, VOR/DME No. 1, Amdt. 3, 13 Aug. 1966, (established under Subpart C).

5. By amending § 97.17 of Subpart B to amend instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less 65 knots or less	More than 2-engine, more than 65 knots	More than 2-engine, more than 65 knots
EPH VOR	MW LOM	Direct	2900	T-dn%	300-1	300-1	200-1½
MWH VOR	MW LOM	Direct	2900	C-dn	600-1	600-1	600-1½
				S-dn-32R*	200-1½	200-1½	200-1½
Wilson Creek Int.	MW LOM	Direct	3200	A-dn#	700-2	700-2	700-2

Procedure turn E side of crs. 141° Outbnd, 321° Inbnd, 2900' within 10 miles.

Altitude of glide slope and distance to approach end of runway at OM, 2523'—4.7 miles; at MM, 1402'—0.5 mile.

Minimum altitude at glide slope interception Inbnd, 2900'.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished 4.7 miles after passing OM, turn left, climb to 2900' direct MW LOM.

NOTE: Use Ephrata altimeter setting when control zone not effective.

%Takeoffs all runways: Climb direct to the MWH VOR, then continue on R 140° within 10 miles to cross the MWH VOR at or above: Southwestbound V2, 2800'.

*400-1 required when glide slope inoperative. 400-1½ authorized with operative HIRL or ALS except for 4-engine turboprop aircraft.

#Alternate minimums not authorized when control zone not effective.

MSA within 25 miles of facility: 000°-090°-3000'; 090°-270°-3700'; 270°-360°-3900'.

City, Moses Lake; State, Wash.; Airport name, Grant County; Elev., 1186'; Fac. Class., ILS; Ident., I-MWH; Procedure No. ILS Runway 32R, Amdt. 3; Eff. date, 23 May 68
Sup. Amdt. No. ILS-32R, Amdt. 2; Dated, 31 Dec. 66

Paterson RBN	Allan Int.	Direct	2000	T-dn%	300-1	300-1	200-1½
Allan Int.	AR LOM (final)	Direct	2000	C-dn#	600-1	600-1	600-1½
				S-dn-22*#	200-1½	200-1½	200-1½
				A-dn#	600-2	600-2	600-2
The following minimums apply to turbojet aircraft when circling W of Runways 4/22 centerlines extended.#							
				C-dn	900-2	900-2	900-2
				A-dn	900-2	900-2	900-2

Radar available.

Procedure turn W side NE crs. 037° Outbnd, 217° Inbnd, 2000' within 10 miles.

Minimum altitude at glide slope interception Inbnd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1936'—5.8 miles; at MM, 237'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing LOM, climb to 2000' straight ahead on SW crs of Newark ILS to Amboy VHF Int, then turn right and proceed direct to Kilmer VHF Int at 2000'. Hold SW Kilmer Int right turns, 1 minute, 069° Inbnd.

CAUTION: (1) Building 598', 2.2 miles N of airport. (2) 50' hangar row 200' E of approach light lane between MM and end of Runway 22. (3) The Teterboro MM underlies the procedure turn area; do not confuse with OM signal. Teterboro OM and Newark (ARK) OM at approximately same geographic location and signals simultaneously keyed to indicate one OM serving two ILS systems.

*600-1 required when glide slope inoperative.

%RV R 2000' authorized Runways 4 and 22.

#RV R 2000'. Descent below 218' not authorized unless approach lights are visible.

City, Newark; State, N.J.; Airport name, Newark; Elev., 18'; Fac. Class., ILS; Ident., I-ARK; Procedure No. ILS Runway 22, Amdt. 13; Eff. date, 23 May 68; Sup Amdt. No. ILS-22, Amdt. 12; Dated, 16 July 66

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS—Continued

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Transition		Course and distance	Minimum altitude (feet)	Condition	Ceiling and visibility minimums		
From—	To—				2-engine or less	More than 2-engine, more than 65 knots	More than 65 knots
					65 knots or less	More than 65 knots	
Stonewall Int.	LOM (final)	Direct	1600	T-dn* C-dn S-dn-1R* A-dn	300-1 500-1 200-1½ 600-2	300-1 500-1 200-1½ 600-2	200-1½ 500-1½ 200-1½ 600-2

Category II special authorization required: TDZ elevation 313'. Decision heights: S-dn-1R, DH 150, RVR 1800', 463' MSL, RA 149'; S-n-1R, DH 100, RVR 1200', 413' MSL, RA 95'.

Radar available.
Procedure turn W side of crs, 186° Outbnd, 006° Inbnd, 1600' within 10 miles. Procedure turn must be authorized by ATC.
Minimum altitude at glide slope interception Inbnd, 1600'.
Altitude of glide slope and distance to approach end of runway at OM, 1507'—4.6 miles; at MM, 515'—0.6 mile; at IM, 413'—1203'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing LOM, proceed direct to Poolesville NDB. Hold N 186° bearing Inbnd, 2800', 1-minute right turns.
Supplementary charting information: Category II, DH 463' MSL located 2323' from runway threshold, DH 413' MSL located 1203' from runway threshold.
*Glide slope inoperative minimums, 300-1½ Category A, B, and C; 300-1½ Category D.
*RVR 2000' 4-engine turbojet; RVR 1800' other aircraft. Descent below 513' not authorized unless ALS visible.
#Category II missed approach: Proceed direct to Poolesville RBN. Hold N, 186° bearing Inbnd, 2800', 1-minute right turns, if contact with visual guidance system not established at DH.
MSA within 25 miles of LOM: 000°-090°—2300'; 090°-180°—1900'; 180°-270°—2400'; 270°-360°—3300'.
City, Washington; State, D.C.; Airport name, Dulles International; Elev., 313'; Fac. Class., ILS; Ident., I-IAD; Procedure No. ILS Runway 1R, Amdt. 7; Eff. date, 23 May 68; Sup. Amdt. No. 6; Dated, 17 Feb. 68

Boys Int.	Poolesville NDB (final)	Direct	2300	T-dn*	300-1	300-1	200-1½
Frederick VOR	Poolesville NDB	Direct	2800	C-dn	500-1	500-1	500-1½
Sugar Land Int.	Poolesville NDB	Direct	2800	S-dn-1R* A-dn	200-1½ 600-2	200-1½ 600-2	200-1½ 600-2

Radar available.
Procedure turn W side of crs, 006° Outbnd, 186° Inbnd, 2800' within 10 miles of PLV NDB.
Minimum altitude at glide slope interception Inbnd, 2300'.
Altitude of glide slope and distance to approach end of runway at Poolesville NDB, 2207'—7.3 miles; at OM, 1282'—3.6 miles; at MM, 462'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.3 miles after passing PLV NDB or 3.6 miles after passing OM, make right turn to intercept HRN R 227°, climb to 4000', proceed to Blue Ridge Int via V-39 and V-144, hold W on Blue Ridge Int, LDN R 110°, 4000', 1-minute left turns.
*RVR 2000' authorized for 4-engine turbojet; RVR 1800' authorized all other aircraft Runway 19R. Descent below 513' not authorized unless ALS visible.
#Glide slope inoperative minimums, 300-1½ Category A, B, and C; 300-1½ Category D.
MSA within 25 miles of PLV NDB: 000°-090°—3000'; 090°-180°—2100'; 180°-270°—3300'; 270°-360°—3000'.
City, Washington; State, D.C.; Airport name, Dulles International; Elev., 313'; Fac. Class., ILS; Ident., I-DLX; Procedure No. ILS Runway 19R, Amdt. 8; Eff. date, 23 May 68; Sup. Amdt. No. ILS-19R, Amdt. 7; Dated, 14 May 66

6. By amending § 97.17 of Subpart B to delete instrument landing system (ILS) procedures as follows:
Mansfield, Ohio—Mansfield Lahm Municipal, ILS-32, Amdt. 5, 7 Jan. 1967 (established under Subpart C).
7. By amending § 97.23 of Subpart C to establish very high frequency omnirange (VOR) and very high frequency-distance measuring equipment (VOR/DME) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.
If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitude (feet)	MAP: ADS VOR.	
Lakeside Int.	Zone Int.	GSW R 006° and ADS R 326°.	1700	Climbing left turn to 2000' direct to DAL VORTAC. Supplementary charting information: TDZ elevation, 634'.	

Procedure turn not authorized. Approach crs (profile) starts at Zone Int.
Final approach crs, 146°.
Minimum altitude over Zone Int, 1700'.
MSA: 160°-250°—3400'; 250°-160°—2300'.
NOTE: Radar vectoring or dual VOR equipment required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
8-15.	1040	1	406	1040	1	406	1040	1	406	NA		
C.	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	NA		
A.	1080	1	437	1100	1	457	1100	1½	457	NA		
	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Dallas; State, Tex.; Airport name, Addison; Elev., 643'; Facility, ADS; Procedure No. VOR Runway 15, Amdt. 9; Eff. date, 23 May 68; Sup. Amdt. No. TerVOR-15, Amdt. 8; Dated, 6 Mar. 65

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ADS VOR.	
Ross Avenue Int.	Vickery Int.	Direct	2000	Climbing right turn to 2000' direct to DAL VOR. Supplementary charting information: TDZ elevation, 635'.	

Procedure turn not authorized. Approach crs (profile) starts at Vickery Int.
Final approach crs, 341°.
Minimum altitude over Vickery Int, 2000'.
MSA: 160°-250°-3400'; 250°-160°-2200'.
NOTE: Radar vectoring or dual VOR equipment required.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-33	980	1	345	980	1	345	980	1	345	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1030	1	437	1100	1	457	1100	1½	457	NA
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Dallas; State, Tex.; Airport name, Addison; Elev., 643'; Facility, ADS; Procedure No. VOR Runway 33, Amdt. 8; Eff. date, 23 May 68; Sup. Amdt. No. TerVOR-33, Amdt. 7; Dated, 6 Mar. 65

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing Lancaster Int.	
GSW VORTAC	Lancaster Int.	Direct	2500	Climbing right turn to 2500' on R 125° within 20 miles. Supplementary charting information: Tower 2 miles S of airport, 1000'. TDZ elevation, 640'.	

Procedure turn N side of crs, 125° Outbnd, 305° Inbnd, 2000' within 10 miles of Lancaster Int.
FAF, Lancaster Int. Final approach crs, 305°. Distance FAF to MAP, 4 miles.
Minimum altitude over Lancaster Int, 2000'.
MSA: 090°-180°-3400'; 180°-270°-2800'; 270°-090°-2300'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-31	1260	1	614	1260	1	614	1260	1	614	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C	1260	1	600	1260	1	600	1260	1½	600	NA
A	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Dallas; State, Tex.; Airport name, Redbird; Elev., 660'; Facility, GSW; Procedure No. VOR Runway 31, Amdt. 2; Eff. date, 23 May 68; Sup. Amdt. No. VOR 1, Amdt. 1; Dated, 23 July 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.7 miles after passing CMK VOR.	
				Climb to 3000' intercept R 161 PVL VOR right turn to Long Hill Int and hold. Supplementary charting information: Hold NE, 1-minute right turns, 257° Inbnd, 1020' tower, 1.3 miles E of airport.	

Procedure turn S side of crs, 230° Outbnd, 050° Inbnd, 2400' within 10 miles of CMK VOR.
FAF, CMK VOR. Final approach crs, 050°. Distance FAF to MAP, 6.7 miles.
Minimum altitude over CMK VOR, 1900'.
MSA: 000°-090°-2600'; 090°-180°-2100'; 180°-270°-2600'; 270°-360°-2800'.
NOTE: Use Westchester County altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	1500	1¼	1043	1500	1½	1043	NA	NA
A.....	Not authorized.			T 2-eng. or less—700-1½ day all Runways; 700-1½ night Runways 8-26 only.			T over 2-eng.—Not authorized.	

City, Danbury; State, Conn.; Airport name, Danbury Municipal; Elev., 457'; Facility, CMK; Procedure No. VOR-1, Amdt. 2; Eff. date, 23 May 68; Sup. Amdt. No. VOR 1, Amdt. 1; Dated, 30 Oct. 65

RULES AND REGULATIONS

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.6 miles after passing Bright Int or 10.6-mile DME Fix, R 336°.	
GLS VORTAC.....	Bright Int or 5.6-mile DME Fix GLS, R 336°.	GLS, R 336° 5.6 miles.....	1500	Climb to 1500' left turn direct to GLS VORTAC. Supplementary charting information: 349' tower, 1.2 miles E of airport. TDZ elevation, 24'.	

Procedure turn not authorized. Approach crs (profile) starts at Bright Int. FAF, Bright Int. Final approach crs, 336°. Distance FAF to MAP, 5 miles. Minimum altitude over GLS VORTAC, 1500'; over Bright Int or 5.6-mile DME Fix, R 336°, 1500'. MSA: 000°-270°-1500'; 270°-360°-2200'.
 NOTES: (1) Radar vectoring. (2) Use Houston, Tex., altimeter setting.
 #Circling not authorized east of Runways 13/31.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-31.....	400	1	376	400	1	376	400	1	376	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C#.....	440	1	416	480	1	456	480	1½	456	NA
A.....	Not authorized.			T 2-Eng. or less—Standard.			T over 2-Eng.—Standard.			

City, Houston; State, Tex.; Airport name, Spaceland Airpark; Elev., 24'; Facility, GLS; Procedure No. VOR Runway 31, Amdt. 1; Eff. date, 23 May 68; Sup. Amdt. No. Orig.; Dated, 29 July 67

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: OKK VORTAC.	
MZZ VOR.....	OKK VORTAC.....	Direct.....	2400	Climbing left turn to 2400' to OKK VORTAC.	
MZZ VOR.....	Santa Int.....	Direct.....	2400	Supplementary charting information: Approach radial intercepts runway centerline at ½ mile. TDZ elevation, 825'. LRCO 122.1.	
R 280°, OKK VORTAC clockwise.....	R 039°, OKK VORTAC (NOPT).....	8-mile ARC.....	2400		
R 160°, OKK VORTAC counterclockwise.....	R 039°, OKK VORTAC (NOPT).....	8-mile ARC.....	2400		
Santa Int.....	OKK R 039°, 3-mile DME Fix (NOPT),.....	Direct.....	1400		

Procedure turn E side of crs, 039° Outbnd, 219° Inbnd, 2400' within 10 miles of OKK VORTAC. Final approach crs, 219°. Minimum altitude over OKK, 039°; over 3-mile DME Fix with procedure turn, 1240'; without procedure turn, 1400'. MSA: 000°-360°-2200'.
 NOTES: (1) Radar vectoring. (2) Use Bunker Hill AFB altimeter setting, except for air carrier with approved weather reporting service.
 \$ Standard alternate minimums authorized for air carrier with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-22.....	1240	1	415	1240	1	415	1240	1	415	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1260	1	433	1280	1	453	1280	1½	453	
	DME Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-22.....	1200	1	375	1200	1	375	1200	1	375	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1260	1	433	1280	1	453	1280	1½	453	
A.....	Not authorized.\$			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Kokomo; State, Ind.; Airport name, Kokomo Municipal; Elev., 827'; Facility, OKK; Procedure No. VOR Runway 22, Amdt. 4; Eff. date, 23 May 68; Sup. Amdt. No. 3 Dated, 23 Jan. 67

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal Routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: OKK VORTAC.	
Point Int.	OKK R 129°, 3-mile DME Fix Direct (NOPT).	Direct	1500	Climb to 2400', right turn to OKK VORTAC.	
MZZ VOR	Point Int.	Direct	2400	Supplementary charting information:	
R 010°, OKK VORTAC clockwise	R 129°, OKK VORTAC (NOPT)	9-mile Arc	2400	Approach radial intercepts runway centerline at ½ mile. TDZ elevation, 825'. LRCO 122.1.	
R 250°, OKK VORTAC counterclockwise	R 129°, OKK VORTAC (NOPT)	9-mile Arc	2400		
MZZ VOR	OKK VORTAC	Direct	2400		

Procedure turn E side of crs, 129° Outbnd, 300° Inbnd, 2400' within 10 miles of OKK VORTAC.

Final approach crs, 300°.

Minimum altitude over OKK R 129°, 3-mile DME Fix with procedure turn, 1280'; without procedure turn, 1500'.

MSA: 000°-360°-2200'.

NOTES: (1) Radar vectoring. (2) Use Bunker Hill AFB altimeter setting, except for air carriers with approved weather reporting service.

\$ Standard alternate minimums authorized for air carrier with approved weather reporting service.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-31.....	1280	1	455	1280	1	455	1280	1	455	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1280	1	453	1280	1	453	1280	1½	453	
	DME Minimums:									
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-31.....	1200	1	375	1200	1	375	1200	1	375	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1260	1	433	1280	1	453	1280	1½	453	
A.....	Not authorized.\$		T 2-eng. or less—Standard.					T over 2-eng.—Standard.		

City, Kokomo; State, Ind.; Airport name, Kokomo Municipal; Elev., 827'; Facility, OKK; Procedure No. VOR Runway 31, Amdt. 6; Eff. date, 23 May 68; Sup. Amdt. No. 5; Dated, 28 Jan. 67

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.6 miles after passing MFD VORTAC	
				Climbing left turn to 3000' to Reedsburg Int via MFD VOR R 101° and hold; or when directed by ATC, climbing left turn to 2700' to MFD VORTAC. Hold NW MFD VOR 1-minute right turns, 130° Inbnd.	
				Supplementary charting information: Hold W of Reedsburg Int 1-minute right turns, 101° Inbnd. TDZ elevation, 1276'. Steel towers: 1.8 miles S of airport, 1484'; 4.4 miles SW of airport, 1725'.	

Procedure turn W side of crs, 310° Outbnd, 130° Inbnd, 2700' within 10 miles of MFD VORTAC.
FAF, MFD VORTAC. Final approach crs, 130°. Distance FAF to MAP, 3.6 miles.
Minimum altitude over MFD VORTAC, 2300'.
MSA: 090°-270°-2800'; 270°-090°-2600'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-14	1620	¾	344	1620	¾	344	1620	¾	344	1620	1	344
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C	1740	1	443	1760	1	463	1760	1½	463	1800	2	563
A	Standard.			T 2-eng. or less—RVR 24, Runway 32; Standard all other runways.			T over 2-eng.—RVR 24, Runway 32; Standard all other runways.					

City, Mansfield; State, Ohio; Airport name, Mansfield Lahm Municipal; Elev., 1297'; Facility, MFD; Procedure No. VOR Runway 14, Amdt. 5; Eff. date, 23 May 68; Sup. Amdt. No. VOR 1, Amdt. 4; Dated, 25 Sept. 65

RULES AND REGULATIONS

6925

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: SCH VOR.	
Albany VOR.....	SCH VOR.....	Direct.....	2500	Climb to 1800' on R 223° within 8 miles, then right-climbing turn to 2000' direct to SCH VOR and hold. Supplementary charting information: Hold NE of SCH VOR, 1-minute left turns 223° Inbnd. CAUTION: 990' Antenna 5.5 miles SW of SCH VOR.	
Mariaville Int.....	SCH VOR.....	Direct.....	3000		
Bemis Int.....	SCH VOR.....	Direct.....	2500		

Procedure turn E side of crs, 043° Outbnd, 223° Inbnd, 2000' within 10 miles of SCH VOR.

Final approach crs, 223°.

Minimum altitude over SCH VOR, 800'.

MSA: 000°-090°-3700'; 090°-180°-2800'; 180°-270°-3400'; 270°-360°-3300'.

NOTES: (1) Radar vectoring. (2) Approach from a holding pattern not authorized. Procedure turn required. (3) Inoperative table does not apply to HIRL Runway 22.

*Procedure not authorized during hours control tower not in operation. Consult appropriate publications for hours of operation.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-22*.....	800	1	422	800	1	422	800	1	422	800	1	422
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*.....	880	1	502	880	1	502	880	1½	502	940	2	562
A.....	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Schenectady; State, N. Y.; Airport name, Schenectady County; Elev., 378'; Facility, SCH; Procedure No. VOR Runway 22, Amdt. 2; Eff. date, 23 May 68; Sup. Amdt. No. Ter VOR-22, Amdt. 1; Dated, 24 Dec. 66

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 6.3 miles after passing EMI VORTAC	
				Climbing left turn to 2500' direct to EMI VORTAC and hold. Supplementary charting information: Hold S, EMI VOR, R 178°, Inbnd crs 358°, 1-minute left turns, 2500'.	

Procedure turn W side of crs, 178° Outbnd, 358° Inbnd, 2500' within 10 miles of EMI VOR.

FAF, EMI VORTAC. Final approach crs, 358°. Distance FAF to MAP, 6.3 miles.

Minimum altitude over EMI VOR, 2500'.

MSA: 000°-090°-2300'; 090°-180°-2400'; 180°-270°-3000'; 270°-360°-3400'.

NOTES: (1) Radar vectoring. (2) Alternate minimums not authorized.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAT	MDA	VIS	HAT	VIS	VIS
S-d-36.....	1440	1	660	1440	1	660	NA	NA
	MDA	VIS	HAA	MDA	VIS	HAA		
C-d.....	1440	1½	660	1480	2	700	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Westminster; State, Md.; Airport name, Westminster; Elev., 780'; Facility, EMI; Procedure No. VOR Runway 36, Amdt. Orig.; Eff. date, 23 May 68

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 12.5-mile DME Fix, R 122°.
GSW VORTAC.....	Stack Int.....	Direct.....	2500	Climb to 2500' on R 122° within 20 miles. Supplementary charting information: Tower 2 miles S of airport 1000'. Tower 2.5 miles NW of airport, 949'. Tower 1.5 miles NW of airport, 830'. TDZ elevation, 660'.

Procedure turn not authorized Approach crs (profile) starts at Stack Int.
Final approach crs, 122°.
Minimum altitude over Stack Int., 2500'; over 9-mile DME Fix, 1200'.
MSA: 090°-180°-3400'; 180°-270°-2800'; 270°-090°-2300'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-13.....	1100	1	440	1100	1	440	1100	1	440	NA	
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	1160	1	500	1160	1	500	1160	1½	500	NA	
A.....	Standard.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.				

City, Dallas; State, Tex.; Airport name, Redbird; Elev., 660'; Facility, GSW; Procedure No. VOR/DME Runway 13, Amdt. Orig.; Eff. date, 23 May 68

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: TXK R 052° 23.5-mile DME Fix.
TXK VORTAC.....	McNab DME Int (NOPT).....	Direct.....	2000	Turn right, climb to 2000' heading 232°; hold SW of McNab DME Int on TXK VORTAC R 052°, right turns 4-mile pattern.
R 332°, TXK VORTAC clockwise.....	R 052°, TXK VORTAC (NOPT).....	10-mile Arc TXK, R 045° lead radial.	2000	
R 081°, TXK VORTAC counterclockwise.....	R 052°, TXK VORTAC (NOPT).....	10-mile Arc TXK, R 065° lead radial.	2000	

Procedure turn S side of crs, 232° Outbnd, 052° Inbnd, 2000' within 10 miles of 19-mile DME Fix.
Final approach crs, TXK R 052°.
Minimum altitude over 15-mile DME (McNab Int), 2000'; over 19-mile DME (FAF), 1400'.
MSA: 000°-360°-1800'.
NOTE: Use Texarkana, Ark., FSS altimeter setting.
*Day only; runway lighting on 15-33.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D	
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS	
S-4*.....	780	1	421	780	1¼	421	780	1¼	421		
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA		
C.....	840	1	481	840	1¼	481	840	1¼	481		
A.....	Not authorized.			T 2-eng. or less—Standard.*			T over 2-eng.—Standard.*				

City, Hope; State, Ark.; Airport name, Hope Municipal; Elev., 359'; Facility, TXK; Procedure No. VOR/DME Runway 4, Amdt. Orig.; Eff. date, 23 May 68

RULES AND REGULATIONS

6927

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
Mansfield VORTAC.....	R 133° MFD VORTAC.....	Direct.....	2500	MAP: At 5-mile DME Fix, R 133°.	Climb to 2700' direct to MFD VORTAC and hold; or when directed by ATC, climb on 313° crs to 2500' right turn, return to 9-mile DME Fix, R 133°. Hold SE, 1-minute right turns, 313° Inbnd. Supplementary Charting Information: Hold NW Mansfield VORTAC, 1-minute right, 130° Inbnd. TDZ elevation 1293'. Steel towers: 1.8 miles S of airport, 1484'; 4.4 miles SW of airport, 1728'.
R 036° MFD VORTAC clockwise.....	9-mile DME Fix.....	15-mile Arc MFD R 125° lead radial.....	3000		
R 183° MFD VORTAC.....	R 133° MFD VORTAC (NOPT).....	15-mile Arc MFD R 141° lead radial.....	3000		

Procedure turn E side of crs, 133° Outbnd, 313° Inbnd, 2500' within 10 miles of 9-mile DME Fix, R 133°.
Final approach crs, 313°.
Minimum altitude over MFD R 133°, 9-mile DME Fix, 2500'; over 5-mile DME Fix, 1700'.
MSA: 090°-270°-2800'; 270°-090°-2600'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32.....	1700	RVR 24	407	1700	RVR 24	407	1700	RVR 24	407	1700	RVR 50	407
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1740	1	443	1760	1	463	1760	1½	463	1860	2	563
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 32; Standard all other runways.			T over 2-eng.—RVR 24, Runway 32; Standard all other runways.					

City, Mansfield; State, Ohio; Airport name, Mansfield Lahm Municipal; Elev., 1297'; Facility, MFD; Procedure No. VOR/DME Runway 32, Amdt. 4; Eff. date, 23 May 68; Sup. Amdt. No. VOR/DME No. 1, Amdt. 3; Dated, 13 Aug. 66

Terminal routes				Minimum altitudes (feet)	Missed approach
From—	To—	Via			
MLU VORTAC.....	Tremont Int (NOPT).....	Direct.....	2000	MAP: MLU R 272°, 26-mile DME Fix.	Climbing right turn to 2000' heading 092°. Hold E of Tremont DME Int. Supplementary charting information: Hold E of Tremont DME Int on MLU VORTAC R 272°, right turns 4-mile pattern. Deplot 697' tower 0.9 mile NW of airport.
R 262°, MLU VORTAC clockwise.....	R 272°, MLU VORTAC (NOPT).....	18-mile Arc MLU, R 267° lead radial.....	2000		
R 320°, MLU VORTAC counterclockwise.....	R 272°, MLU VORTAC (NOPT).....	18-mile Arc MLU, R 277° lead radial.....	2000		

Procedure turn N side of crs, 092° Outbnd, 272° Inbnd, 2000' within 5 miles of 21-mile DME (Tremont Int).
Final approach crs, 272°.
Minimum altitude over Tremont Int (21-mile DME), 2000'.
MSA: 140°-230°-3100'; 230°-140°-1900'.
NOTE: Use Monroe, La., FSS altimeter setting.
CAUTION: Maneuvering not authorized W of airport defined by extension of runway centerline.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C	D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS	VIS
C.....	840	1	523	840	1	523	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.	

City, Ruston; State, La.; Airport name, Ruston Municipal; Elev., 317'; Facility, MLU; Procedure No. VOR/DME-1, Amdt. Orig.; Eff. date, 23 May 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR/DME—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 12.3-mile DME Fix, R 329°.
				Make left-climbing turn to 2300' direct to PUT VORTAC and hold. Supplementary charting information: Hold SE of PUT VORTAC, 1-minute right turns, 321° Inbnd, 820' antenna 2.8 miles SE of airport on final approach crs.
Procedure turn E side of crs, 149° Outbnd, 329° Inbnd, 2300' within 10 miles of PUT VORTAC. Final approach crs, 329°. Minimum altitude over PUT VORTAC, 2300'; over Dridley Int, 1600'. MSA: 090°-090°-2700'; 090°-180°-2200'; 180°-270°-2100'; 270°-360°-2700'. NOTE: Use Worcester, Mass., altimeter setting.				

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	VIS
C.....	1200	1	503	1200	1	503	1200	1½	503	NA
A.....	Not authorized.			T 2-eng. or less—Standard.			T over 2-eng.—Standard.			

City, Southbridge; State, Mass.; Airport name, Southbridge Municipal; Elev., 697'; Facility, PUT; Procedure No. VOR/DME-1, Amdt. 1; Eff. date, 23 May 68; Sup. Amdt. No. VOR 1, Orig.; dated, 29 Aug. 64

8. By amending § 97.27 of Subpart C to establish nondirectional beacon (automatic direction finder) (NDB/ADF) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: Creston NDB.
Orient Int.....	Creston NDB.....	Direct.....	2800	Climb to 2800', make right turn to Creston NDB. Supplementary charting information: Final approach crs intercepts runway centerline extended 3940' from threshold of Runway 34.

Procedure turn E side of crs, 164° Outbnd, 344° Inbnd, 2800' within 5 miles of Creston NDB.
 Final approach crs, 344°.
 Minimum altitude over NDB, 1880'.
 MSA: 090°-270°-2600'; 270°-090°-2700'.
 NOTE: Use Des Moines, Iowa, altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B	C	D
	MDA	VIS	HAT	VIS	VIS	VIS
S-34.....	1880	1	587	NA	NA	NA
	MDA	VIS	HAA			
C.....	1880	1	587	NA	NA	NA
A.....	Not authorized.			T 2-eng. or less—Standard.		
				T over 2-eng.—Standard.		

City, Creston; State, Iowa; Airport name, Municipal; Elev., 1293'; Facility, CSQ; Procedure No. NDB (ADF) Runway 34, Amdt. Orig.; Eff. date, 23 May 68

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: 1.2 miles after passing DCV NDB.
From—	To—	Via			
Dallas VORTAC.....	DCV NDB.....	Direct.....		3000	Climbing right turn to 3000' direct to DCV NDB. Supplementary charting information: tower, 2 miles S of airport, 1000'.
GSW VORTAC.....	DCV NDB.....	Direct.....		3000	

Procedure turn E side of crs, 151° Outbnd, 331° Inbnd, 3000' within 10 miles of DCV NDB.
FAF, DCV NDB. Final approach crs, 349°. Distance FAF to MAP, 1.2 miles.
Minimum altitude over DCV NDB, 1500'.
MSA: 000°-090°-2100'; 090°-180°-2700'; 180°-270°-3400'; 270°-360°-2800'.
NOTE: Radar vectoring.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	1020	1	360	1120	1	400	1120	1½	460	NA
A.....	Standard.	T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Dallas; State, Tex.; Airport name, Redbird; Elev., 660'; Facility, DCV; Procedure No. NDB (ADF) Runway 35, Amdt. 5; Eff. Date, 23 May 68; Sup. Amdt. No. ADF1, Amdt. 4; Dated, 1 Jan. 66

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: At EMV NDB
From—	To—	Via			
McKenney Int.....	Emporia NDB.....	Direct.....		2000	Make climbing right turn to 1600' direct to the EMV NDB and hold. Supplementary charting information: Hold SE of EMV NDB 1-minute right turns, 321° Inbnd.
Emporia Int.....	Emporia NDB.....	Direct.....		2000	
Lawrenceville VOR.....	Emporia NDB.....	Direct.....		2000	

Procedure turn E side of crs, 141° Outbnd, 321° Inbnd, 1600' within 10 miles of Emporia NDB.
Final approach crs, 321°.
Minimum altitude over EMV NDB, * 660'.
MSA: 000°-090°-1400'; 090°-180°-1500'; 180°-270°-1700'; 270°-360°-1800'.
NOTE: Use Blackstone, Va., altimeter setting.
*When Blackstone, Va., altimeter setting not available, use Richmond, Va., altimeter setting and increase circling and straight-in MDA's by 100', and increase straight-in visibility minimums by ¼ mile for Category C aircraft.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	
S-33°.....	660	1	534	660	1	534	660	1	534	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C°.....	660	1	534	660	1	534	660	1½	534	NA
A.....	Not authorized.	T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Emporia; State, Va.; Airport name, Emporia Municipal; Elev., 126'; Facility, EMV; Procedure No. NDB (ADF) Runway 33, Amdt. Orig.; Eff. date, 23 May 68

Terminal routes				Minimum altitudes (feet)	Missed approach MAP: Graham NDB.
From—	To—	Via			
MWL VORTAC.....	Graham NDB.....	Direct.....		2800	Climbing left turn to 2800' direct to GHX NDB and hold. Supplementary charting information: Hold N of Graham NDB on bearing 003°-183° Inbnd, left turns 1 minute. Deplet 1560' tower ¾ mile SW of airport.
Chapel VHF Int.....	Graham NDB.....	Direct.....		2800	
Archer VHF Int.....	Graham NDB.....	Direct.....		2800	
Woodson VHF Int.....	Graham NDB.....	Direct.....		2800	

Procedure turn E side of crs, 003° Outbnd, 183° Inbnd, 2800' within 10 miles of Graham NDB.
Final approach crs, 183°.
Minimum altitude over Graham NDB, 1740'.
MSA: 000°-360°-2800'.
NOTE: Use Mineral Wells, Tex., FSS altimeter setting.
*Circling not authorized W of airport defined by runway centerlines extended.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAA	MDA	VIS	HAA	VIS			
C°.....	1740	1	617	1740	1	617	NA			NA
A.....	Not authorized.	T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Graham; State, Tex.; Airport name, Graham Municipal; Elev., 1123'; Facility, GHX; Procedure No. NDB (ADF) Runway 17, Amdt. Orig.; Eff. date, 23 May 68 or upon commissioning of facility

RULES AND REGULATIONS

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 3.8 miles after passing SPX NDB.	
HOU VORTAC.....	SPX NDB.....	Direct.....	1600	Climb to 1500' right turn direct to SPX NDB.	
GLS VORTAC.....	SPX NDB.....	Direct.....	1500	Supplementary charting information: Tower 349' 1.2 miles E of airport TDZ elevation, 24'.	

Procedure turn E side of crs, 116° Outbnd, 296° Inbnd, 1500' within 10 miles of SPX NDB.
FAF, SPX NDB. Final approach crs, 296°. Distance FAF to MAP, 3.8 miles.
Minimum altitude over SPX NDB, 1500'.
MSA: 225°-315°-2600'; 315°-225°-1700'.
Notes: (1) Radar vectoring. (2) Use Houston, Tex., altimeter setting.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	VIS
S-31.....	700	1	676	700	1	676	700	1	676	NA
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	
C.....	700	1	676	700	1	676	700	1½	676	NA
A.....	Not authorized.		T 2-eng. or less—Standard.				T over 2-eng.—Standard.			

City, Houston; State, Tex.; Airport name, Spaceland Airpark; Elev., 24'; Facility, SPX; Procedure No. NDB (ADF) Runway 31, Amdt. 2; Eff. date, 23 May 68; Sup. Amdt. No. 1; Dated, 29 July 67.

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: 4 miles after passing MF LOM.	
TVT VOR.....	MF LOM.....	Direct.....	2900	Climb to 2700' direct to MFD VORTAC via MFD VOR R 133°, and hold; or when directed by ATC, climb on 320° crs to 2500', right turn return to MF LOM. Hold SE MF LOM, 1-minute right turns, 320° Inbnd. Supplementary charting information: Hold NW of MFD VORTAC, 1-minute right turns, 130° Inbnd. TDZ elevation, 1293'. Steel towers: 1.8 miles S of airport, 1484'; 4.4 miles SW of airport, 1725'.	
MFD VORTAC.....	MF LOM.....	Direct.....	2500		

Procedure turn E side of crs, 140° Outbnd, 320° Inbnd, 2500' within 10 miles of MF LOM.
FAF, MF LOM. Final approach crs, 320°. Distance FAF to MAP, 4 miles.
Minimum altitude over MF LOM, 2500'.
MSA: 000°-180°-2600'; 180°-360°-2800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32.....	1800	RVR 40	507	1800	RVR 40	507	1800	RVR 40	507	1800	RVR 50	507
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1800	1	503	1800	1	503	1800	1½	503	1800	2	503
A.....	Standard.			T 2-eng. or less—RVR 24, Runway 32. Standard all other runways.			T over 2-eng RVR 24, Runway 32. Standard all other runways.					

City, Mansfield; State, Ohio; Airport name, Mansfield Lahm Municipal; Elev., 1297'; Facility, MF; Procedure No. NDB (ADF) Runway 32, Amdt. 3; Eff. date, 23 May 68; Sup. Amdt. No. 2; Dated, 28 Aug. 65

RULES AND REGULATIONS

6931

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE NDB (ADF)—Continued

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes MAP: SCH NDB (feet)	
Bemis Int.	SCH NDB	Direct	2500	Climb to 1800' on 230° bearing within 8 miles, then right-climbing turn to 2000' direct to SCH NDB and hold. Supplementary charting information: Hold NE of SCH NDB, 230° Inbnd, 1-minute left turns. CAUTION: 990' antenna 5.5 miles SW of SCH NDB.
Mariaville Int.	SCH NDB	Direct	3000	
Albany VOR	SCH NDB	Direct	2500	

Procedure turn E side of crs, 050° Outbnd, 230° Inbnd, 2000' within 10 miles of SCH NDB.

Final approach crs, 230°.

Minimum altitude over SCH NDB, 860'.

MSA: 090°-090°-3700'; 090°-180°-2800'; 180°-270°-3400'; 270°-360°-3300'.

NOTES: (1) Radar vectoring. (2) Approach from a holding pattern not authorized. Procedure turn required. (3) Use Albany, N.Y., altimeter setting when control zone not effective. (4) This facility must be monitored aurally throughout the approach.

*Circling and straight-in MDA increased by 20' and alternate minimums not authorized when control zone not effective.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
SS-22*	860	1	482	860	1	482	860	1	482	860	1	482
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
SC*	880	1	502	880	1	502	880	1½	502	940	2	562
A	Standard.*			T 2-eng. or less—Standard.			T-2 over 2 eng.—Standard.					

City, Schenectady; State, N.Y.; Airport name, Schenectady County; Elev., 378'; Facility, SCH; Procedure No. NDB (ADF) Runway 22, Amdt. 6; Eff. date, 23 May 68; Sup. Amdt. No. ADF 2, Amdt. 5; Dated, 29 Jan. 66.

Terminal routes				Missed approach
From—	To—	Via	Minimum altitudes (feet)	MAP: 5.4 miles after passing AL LOM.
Bemis Int.	AL LOM	Direct	2700	Make right-climbing turn to 2700' direct to AL LOM and hold. Supplementary charting information: Hold SE of AL LOM, 304° Inbnd, 1-minute right turns. Final approach crs to intersection of Runway 28-33. Terrain rises rapidly to 1000' 3 miles W of airport.
Albany VOR	AL LOM	Direct	2700	

Procedure turn N side of crs, 124° Outbnd, 304° Inbnd, 2700' within 10 miles of AL LOM.

FAF, AL LOM. Final approach crs; 304°. Distance FAF to MAP, 5.4 miles.

Minimum altitude over AL LOM, 2300'.

MSA: 090°-090°-3000'; 090°-180°-3800'; 180°-270°-3400'; 270°-360°-3300'.

NOTES: (1) Radar vectoring. (2) Approach from a holding pattern not authorized. Procedure turn required. (3) Use Albany, N.Y., altimeter setting when control zone not effective.

*Circling and straight-in MDA increased 20' and alternate minimums not authorized when control zone not effective.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-28-33*	880	1	502	880	1	502	880	1	502	880	1½	502
	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C*	880	1	502	880	1	502	880	1½	502	940	2	562
A	Standard.*			T 2-eng. or less—Standard.			T over 2-eng.—Standard.					

City, Schenectady; State, N.Y.; Airport name, Schenectady County; Elev., 378'; Facility, AL; Procedure No. NDB (ADF) Runways 28 and 33, Amdt. 5; Eff. date, 23 May 68; Sup. Amdt. No. ADF 1, Amdt. 4; Dated, 26 Dec. 64

9. By amending § 97.29 of Subpart C to establish instrument landing system (ILS) procedures as follows:

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Bearings, headings, courses and radials are magnetic. Elevations and altitudes are in feet MSL, except HAT, HAA, and RA. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or hundreds of feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Initial approach minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

Terminal routes				Missed approach	
From—	To—	Via	Minimum altitudes (feet)	MAP: ILS DH 1493'. LOC 4 miles after passing MF LOM.	
Tiverton VOR.....	MF LOM.....	Direct.....	2900	Climb to 2700' direct to MFD VORTAC via MFD VOR R 133° and hold; or when directed by ATC, climb to 2500' on NW CRS ILS, right turn, return to MF LOM. Hold SE MF LOM, 1-minute right turn, 320° Inbnd. Supplementary charting information: Hold NW of MFD VORTAC, 1-minute right turn, 130° Inbnd, TDZ elevation, 129'. Steel towers: 1.8 miles S of airport, 1494'; 4.4 miles SW of airport, 1725'.	
Mansfield VORTAC.....	MF LOM.....	Direct.....	2500		

Procedure turn E side of crs, 140° Outbnd, 320° Inbnd, 2500' within 10 miles of MF LOM.
FAF, FM LOM. Final approach crs, 320°. Distance FAF to MAP, 4 miles.
Minimum glide slope interception altitude, 2500'. Glide slope altitude at OM, 2500'; at MM, 1510'.
Distance to runway threshold at OM, 4 miles; at MM, 0.6 mile.
MSA: 000°-180°-2500'; 180°-360°-2800'.

DAY AND NIGHT MINIMUMS

Cond.	A			B			C			D		
	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT	DH	VIS	HAT
S-32.....	1493	RVR 24	200	1493	RVR 24	200	1493	RVR 24	200	1493	RVR 24	200
LOG.....	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT	MDA	VIS	HAT
S-32.....	1700	RVR 24	407	1700	RVR 24	407	1700	RVR 24	407	1700	RVR 40	407
.....	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA	MDA	VIS	HAA
C.....	1740	1	443	1760	1	463	1760	1½	463	1860	2	563
A.....	Standard.			T 2-eng. or less—RVR 24, runway 32; Standard all other runways.			T over 2-eng.—RVR 24, runway 32; Standard all other runways.					

City, Mansfield; State, Ohio; Airport name, Mansfield Lahm Municipal; Elev., 1297'; Facility, I-MFD; Procedure No. ILS Runway 32, Amdt. 6; Eff. date, 23 May 68; Sup. Amdt. No. ILS-32, Amdt. 5; Dated, 7 Jan. 67

These procedures shall become effective on the dates specified therein.

(Secs. 307(c), 313(a), 601, Federal Aviation Act of 1958; 49 U.S.C. 1348(c), 1354(a), 1421; 72 Stat. 749, 752, 775)

Issued in Washington, D.C., on April 15, 1968.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 68-4857; Filed, May 7, 1968; 8:45 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 550—PAY ADMINISTRATION (GENERAL)

Naval Communication Station, Northwest Cape, Australia

Section 550.505 is amended by adding a new paragraph (m) which provides a specific exception from the prohibition against dual pay from more than one position (5 U.S.C. 5533) for pay for certain employment by the Navy Department at the Naval Communication Station, Northwest Cape, Australia. Paragraph (m) of § 550.505 is added as set out below.

§ 550.505 Specific exceptions.

* * * * *

(m) Compensation for part-time or intermittent employment by the Department of the Navy in connection with nonappropriated fund activities at the

U.S. Naval Communication Station, Northwest Cape, Australia.

(Sec. 9, Public Law 89-301; 79 Stat. 1118; E.O. 11257, 30 F.R. 14353, 3 CFR 1965 Supp.)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 68-5493; Filed, May 7, 1968; 8:48 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 74—SCABIES IN SHEEP

Interstate Movement

Pursuant to the provisions of sections 4 through 7 of the Act of May 29, 1884,

as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, and sections 1 through 4 of the Act of March 3, 1905, as amended (21 U.S.C. 111-113, 115, 117, 120, 121, 123-126) Part 74, Subchapter C, Chapter I, Title 9, Code of Federal Regulations, as amended, is hereby further amended in the following respects:

1. Section 74.2 is amended to read as follows:

§ 74.2 Designation of free and infected areas.

(a) Notice is hereby given that sheep in the following States, territories, and district, or parts thereof as specified, are not known to be infected with scabies, and such States, territories, district, and parts thereof, are hereby designated as free areas:

(1) Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Hawaii, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New

York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Puerto Rico, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virgin Islands of the United States, Washington, West Virginia, Wisconsin, and Wyoming;

(2) All counties in Virginia except Clarke and Culpeper; and

(3) All counties in Pennsylvania except Chester and Dauphin.

(b) Notice is hereby given also that sheep scabies exists in the parts of States not designated as free areas in paragraph (a) of this section, and they are hereby designated as infected areas.

2. Section 74.3 is amended to read as follows:

§ 74.3 Designation of eradication areas.

(a) Notice is hereby given that sheep in the following States, or parts thereof as specified, are being handled systematically to eradicate scabies in sheep, and such States, and parts thereof, are hereby designated as eradication areas:

(1) The following counties in Virginia: Clarke and Culpeper; and

(2) The following counties in Pennsylvania: Chester and Dauphin.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791-792, as amended, secs. 1-4, 33 Stat. 1264, as amended, 1265, as amended, 76 Stat. 129-132; 21 U.S.C. 111-113, 115, 117, 120, 121, 123-126, 134-134(h); 29 F.R. 16210, as amended)

Effective date. The foregoing amendments shall become effective upon publication in the FEDERAL REGISTER.

The amendments add Chester County, Pa., to the list of infected and eradication areas and delete such county from the list of free areas due to the presence of sheep scabies therein. After the effective date of these amendments, the restrictions pertaining to the interstate movement of sheep from or into infected and eradication areas as contained in 9 CFR Part 74, as amended, will apply to such area.

The amendments impose certain restrictions on the interstate movement of sheep from Chester County, Pa., for the purpose of preventing the spread of scabies, a communicable disease of sheep, and must be made effective immediately in order to accomplish their purpose in the public interest. Accordingly, under the administrative procedure provisions of 5 U.S.C., 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable and contrary to the public interest, and good cause is found for making the amendments effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 2d day of May 1968.

R. J. ANDERSON,
Acting Administrator,
Agricultural Research Service.

[F.R. Doc. 68-5511; Filed, May 7, 1968; 8:49 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department MISCELLANEOUS AMENDMENTS TO CHAPTER

The regulations of the Post Office Department are amended as follows:

PART 141—STAMPS, ENVELOPES, AND POSTAL CARDS

I. Sections 141.5 and 141.6 are revised for clarification and to provide instructions for redeeming double postal cards.

§ 141.5 Exchanges of stamps.

(a) *Post Office mistakes.* Mistakes in selling damaged or unserviceable stamps may be corrected by the post office by exchanging stamps at full value.

(b) *Purchaser's mistakes.* Mistakes made by purchaser in buying adhesive stamps of the wrong denomination or stamped envelopes or postal cards of the wrong kind, size, or denomination may be corrected by exchanging stamps at full value.

(c) *Unserviceable and spoiled envelopes or cards and unused precanceled stamps.* Unserviceable and spoiled stamped envelopes or postal cards, if uncanceled, and unused precanceled stamps and postal cards, may be exchanged for other postage-stamped paper as follows:

(1) Stamped envelopes (mutilated no more than is necessary to remove contents), for postage value plus value of postage added as a result of rate increase or for additional service.

(2) Unmutilated aerogrammes (air-letter sheets), for postage value less 1 cent for each aerogramme redeemed.

(3) Unmutilated single and double postal cards, for 85 percent of postage value plus full value of postage added as a result of rate increase or for additional service.

(i) Either half of a double postal card may be redeemed if the double card has been printed and cut for use as single cards.

(ii) Unused double postal cards printed for reply purposes should not be separated; however, if they have been separated in error, and the purchaser presents both halves, the cards may be redeemed.

(iii) Reply halves of double postal cards that have been returned to sender outside of the mails are not redeemable by the original purchaser even though the reply half received no postal service.

(4) Sheet postal cards spoiled in the process of cutting to size, for 85 percent of postage value plus full value of postage added as a result of rate increase or for additional service, if all cut sections are submitted.

(5) Stamps affixed to commercial envelopes and post cards, for 90 percent of postage value. Envelopes and post cards must be in a substantially whole condition and in lots of at least 50 of the same denomination and value.

(6) Unused precanceled stamps in full coils or in full sheets redeemed from pre-

canceled permit holders for 90 percent of postage value.

Stamped envelopes or aerogrammes (air-letter sheets) with a printed return address and postal cards with any printed matter of the purchaser, may be exchanged only by the purchaser. If there is no purchaser's printing, they may be exchanged by any responsible person. When redemption cannot be made at time of presentation, the postmaster will furnish a receipt on Form 3210 for uncanceled unserviceable or spoiled envelopes or postal cards or for unused precanceled stamps left in his custody.

(d) *Nonexchangeable.* The following are nonexchangeable:

(1) Adhesive stamps, unless mistakes were made in purchasing or stamps were defective or stamps were affixed to commercial envelopes and post cards.

(2) Stamps cut from postal cards, stamped envelopes, or aerogrammes (air-letter sheets).

(3) Parts and pieces of postal cards.

(4) Postal cards, stamped envelopes and air-letter sheets received for reply purposes.

(5) Mutilated and defaced stamps.

§ 141.6 Validity of stamps.

All postage stamps issued by the United States since 1860 are good for postage from any points in the United States or from any other place where the United States domestic mail service operates except from the Panama Canal Zone where special Canal Zone stamps are used. The following are not good for postage:

(a) Mutilated or defaced stamps.

(b) Stamps cut from stamped envelopes, letter sheets, aerograms, or postal cards.

(c) Stamps covered or coated in such manner that the canceling or defacing marks cannot be imprinted directly on the stamps.

(d) Nonpostage stamps (migratory-bird hunting stamps, U.S. saving and thrift stamps, etc.).

(e) Postage due, special delivery, special handling, and certified mail stamps.

(f) United Nations stamps, except on mail deposited at United Nations, N.Y.

(g) Stamps of other countries.

NOTE: The corresponding Postal Manual sections are 141.5 and 141.6 respectively.

PART 158—UNDELIVERABLE MAIL

II. Sections 158.1 and 158.2(a) are revised to specify when employees shall prepare a notice of new address on Form 3547.

§ 158.1 Provisions applicable to all classes.

(a) *Reasons for nondelivery.* Mail that cannot be delivered because of incomplete or incorrect address, or the removal of the addressee, or is unclaimed or refused by the addressee, will be treated in accordance with this part of the office where the mail is found to be undeliverable. This includes nixie mail which is

mail not transmissible because of illegible or insufficient address. Refused mail is that which is refused at time delivery is attempted; and that returned to the mail unopened by addressee will not be reaccepted without payment of new postage. Undelivered mail returned to the sender should not again be mailed unless enclosed in a new envelope or wrapper with a correct address and new postage.

(b) *Preparation of Form 3547.* When mail bearing the words "Address Correction Requested" is to be forwarded to a new address, the carrier or clerk serving the old address will endorse the new address, including ZIP Code, on the mailing piece and send it to the inquiry section or to the clerk designated by the postmaster to receive it. The inquiry section or the designated clerk will prepare Form 3547, send it to the mailer, and forward the mailing piece to the new address.

§ 158.2 Treatment by classes.

(a) *First-class mail.* First-class mail, except postal and post cards, is returned to the sender, if known, without additional charge. Only postal and post cards that bear the sender's address and request for return, are returned, and postage at the card rate is collected on delivery to the sender. Any postage due because of failure to fully prepay postage at the time of mailing will be collected from the sender when the undeliverable mail is returned. When first-class mail bearing the words "Address Correction Requested" is forwarded to a new address, the sender will be notified on Form 3547 "Notice to Mailer of Correction in Address," of the new address of the addressee and a charge of 10 cents will be collected upon delivery of the form.

NOTE: The corresponding Postal Manual sections are 158.1 and 158.21 respectively.

PART 171—MONEY ORDERS

III. In Part 171 make the following changes:

A. In paragraph (a) of § 171.2, subparagraphs (2) (i) and (5) are revised for clarification.

§ 171.2 International money orders.

(a) *Issuance.* * * *

(2) *Application.* (i) For all countries and localities listed in subparagraphs (8) and (9) of this paragraph, the international money order form is used and application must be made on Form 6701; for Mexico an optional application (Form 6701-A), is provided. In some cases, the order is written in foreign currency. In most cases, the amount is written in U.S. dollars and converted into foreign currency in the country where payable.

(5) *Refunds.* The amounts of orders sent on the international form may not be repaid until authorized by the foreign postal administration. Form 6684, Inquiry Concerning International Money

Order Issued in the United States, shall be verified with the particulars on the application (Form 6701 or Form 6701-A) at the issuing post office, and sent to the International Money Order Branch, Post Office Department, General Accounting Office Building, Washington, D.C. 20260, when purchaser requests repayment on U.S. issued orders.

NOTE: The corresponding Postal Manual sections are 171.212a and 171.215 respectively.

B. In § 171.4, the instructions on the use of Form 6680 are deleted from paragraph (b) (2) and it now reads as follows:

§ 171.4 Inquiries.

(b) *Inquiries regarding payment.* * * *

(2) *Orders issued on international form.* Send Form 6684, "Inquiry concerning international money order issued in the United States," to International Money Order Branch, Post Office Department, General Accounting Office Building, Washington, D.C. 20260, for order issued in the United States. Do not accept until 30 days after the issue date of the money order.

NOTE: The corresponding Postal Manual section is 171.42b.

As the foregoing amendments to Title 39, Code of Federal Regulations, do not affect substantive rights public rule making procedures, advanced notice, or a delayed effective date are unnecessary.

(5 U.S.C. 301, 39 U.S.C. 501)

TIMOTHY J. MAY,
General Counsel.

MAY 3, 1968.

[F.R. Doc. 68-5506; Filed, May 7, 1968; 8:49 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 18051; FCC 68-486]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, FM Broadcast Stations; Hollister, Calif., etc.

First report and order. In the matter of amendment of § 73.202, *Table of Assignments, FM Broadcast Stations.* (Hollister, Calif., Dexter, Mo., Liberty, Ky., Rockford, Mendota, and Peru, Ill., Livingston, Tex., La Crosse, Wis., Wichita, Great Bend, El Dorado, and Hutchinson, Kans., Marion, Ill., and Vero Beach, Fla.); Docket No. 18051; RM-1235, RM-1239, RM-1248, RM-1220, RM-1238, RM-1244, RM-1245.

1. The Commission has before it for consideration its notice of proposed rule making, issued in this proceeding on March 1, 1968 (FCC 68-231), and published in the FEDERAL REGISTER on March 6, 1968 (33 F.R. 4204), proposing a number of changes in the FM Table of As-

signments advanced by various interested parties and on the Commission's own motion. A number of comments were filed and all duly filed documents were considered in making the following determinations. All population figures shown are those of the 1960 U.S. Census. This decision disposes of all petitions included in the original notice, except RM-1220, Rockford, Mendota, and Peru, Ill.

2. RM-1235, Hollister, Calif. (Milo Communications Corp.); RM-1239, Dexter, Mo. (Dexter Broadcasting Co.); RM-1248, Liberty, Ky. (Patrick Henry Broadcasting Co., Inc.). In these three cases, interested parties seek the assignment of a first Class A channel in a community, without requiring any other changes in the Table. The communities range in size from 1,578 to 6,071. We are of the view that the proposed assignments are merited and would serve the public interest. Accordingly, we are making the following additions to the Table:

City	Channel No.
Hollister, Calif.	228A
Liberty, Ky.	288A ¹
Dexter, Mo.	272A

¹ Use of this assignment will require selection of a transmitter site about 4 miles north of Liberty, Ky., in order to meet the required minimum separation requirements of the rules with WSAC-FM, Fort Knox, Ky., and WBNT-FM, Onelda, Tenn., both on Channel 288A.

3. RM-1238, Livingston, Tex. In this case, the interested party, Harold J. Haley, filed a petition to assign Channel 221A to Livingston, Tex. This would be the first FM assignment for Livingston, which has one AM station, KETX, licensed to the petitioner for daytime only operation.

4. A previous request for the same assignment by the petitioner was denied in a memorandum opinion and order issued November 18, 1966, RM-1027, FCC 66-1034, on the grounds that the assignment would be about 2 miles short-spaced and because of possible impact on availability of educational FM assignments on educational FM Channels 218, 219, and 220. Haley now claims that sites are available from which all minimum spacing requirements can be met and indicates a specific site presently available to him. Livingston has a population of 3,398 persons; Polk County, of which Livingston is the county seat, has a population of 13,861. The proponent states that the proposed FM channel will permit the first nighttime service to the community. It is asserted that a 82,250-acre Lake Livingston area project will result in a large influx of new residents and visitors.

5. It does not appear that assignment of Channel 221A would have a significant impact in the area on the top three channels of the educational FM band. It also appears that a site is now available where the minimum spacing requirements can be met. In view of the above, and since the assignment will permit the first nighttime service of a local nature, we believe the proposal would serve the public interest. We are therefore assigning Channel 221A to Livingston, Tex.

6. RM-1244, La Crosse, Wis. In a petition filed January 18, 1968, Lee and Associates, Inc., licensee of Station WKTY (AM), unlimited-time, La Crosse, Wis., requests the addition of Channel 240A to La Crosse, Wis., as follows:

City	Channel No.	
	Present	Proposed
La Crosse, Wis.	227	227, 240A

La Crosse, the county seat and largest community within the county, has a population of 47,575 persons; La Crosse County has a population of 72,465. Class C Channel 227 is in operation in La Crosse as are three AM stations, one Class IV and two unlimited-time.

7. Petitioner submits that La Crosse County has the greatest population concentration of all surrounding counties in the area. It is asserted that, while the city has adequate AM facilities, it is presently limited to only one FM assignment. Lee therefore urges that the city merits a second FM assignment to aid the area in providing another means of dissemination of information concerning emergencies, weather conditions, and agricultural news.

8. With respect to areas in which Channel 240A and the six adjacent channels will be precluded, the petitioner shows that two channels are so involved. The first involves a very small area on Channel 239, but it is claimed that the precluded area could be eliminated by substitution of Channel 237A to the preclusion area concerned. More significant, however, is the large area that would be precluded on Channel 240A. A study reveals that there would be some 12 communities having populations over 2,000 which would be precluded from possible future use of Channel 240A. Of these 12 communities, eight presently have no FM assignments.² In arriving at a decision on the preclusion considerations presented here, we are impressed by the unique position La Crosse has attained with respect to its significant population as compared to that of the surrounding area. It is not only the largest city of La Crosse County, but it has a greater population than the total of any of the six immediately adjacent counties. It would appear that, ordinarily, the community and area would merit the assignment of a second Class C FM assignment; however, no other FM channel meeting the spacing requirements is available for use at La Crosse.³ In light of these circumstances, we conclude that assignment of a second FM assignment to the proposed community over the uncertain future needs of the above-noted smaller communities is appropriate.

9. In the notice of proposed rule making for this proceeding, we invited com-

ments on the proposed mixture of a Class A with a Class C assignment in the same community, a situation we have attempted to avoid insofar as possible. The petitioner submits that in the instant case, the present pattern of existing facilities deprives the community of La Crosse and the large surrounding area of adequate FM service, and urges that this deficiency can be overcome by permitting the assignment of a Class A channel as a second FM assignment. We consider that the mixture of Class A and C channels is warranted in this instance, since it is evident, for reasons discussed above, that it is only by this means that a second FM service can be made available to a relatively large community.

10. In view of the foregoing discussions, we are of the opinion that assignment of Channel 240A to La Crosse as a second FM assignment will serve the public interest. We are therefore adopting the assignment as proposed.

11. RM-1245, Wichita, Great Bend, El Dorado and Hutchinson, Kans. On January 18, 1968, JACO, Inc., prospective applicant for a new FM station at Wichita, Kans., filed a petition requesting the substitution of Channel 236 for 275 at Wichita by making three other necessary concomitant changes as follows:

City	Delete	Add
All in Kansas:		
Wichita	275	236
Great Bend	282	236
El Dorado	237A	257A
Hutchinson	256	275

None of the channels proposed to be shifted are occupied or applied for. JACO shows that Channel 275 presently assigned to Wichita has a severe limitation on the area in which a site may be selected meeting the separation requirement of 30 miles from Channel 222 at Newton (IF difference) and 150 miles from adjacent Channel 274 at Oklahoma City. These restrictions require that a transmitter site would have to be about 25 miles out of the city of Wichita, whereas petitioner claims ideal sites for which aeronautical approval can be expected are located in an area precluded at present for Channel 275. In addition, JACO points out that its proposal would also remove a small restriction in site selection for Channel 256 at Hutchinson.

12. Since the proposed changes would not change the number of assignments presently provided by the table for any community and does not affect any operating station or pending application, we are of the view that the resulting increased flexibility in siting of new stations will serve the public interest. We are therefore adopting the changes as proposed.

13. Marion, Ill., and Vero Beach, Fla. In addition to the above proposals made by interested parties, the Commission noted two additional changes it wished to make on its own motion involving the communities of Marion, Ill., and Vero Beach, Fla. Channel 232A was inadvertently assigned to Marion short-spaced to adjacent Channel 231 at Mount Ver-

non, Ill. Similarly, Channel 292A at Vero Beach is short to Channel 238 at Fort Pierce (IF difference). The Commission proposed to substitute channels at Marion and Vero Beach, as follows:

City	Channel No.	
	Present	Proposed
Marion, Ill.	232A	206A
Vero Beach, Fla.	292A	228A

In view of the fact that the above changes will remove short-spaced assignments and will not result in changing the number or type of assignments available to either community, we are adopting the changes.

14. Authority for the adoption of the amendments adopted herein is contained in sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended.

15. In accordance with the determinations made above: It is ordered, That, effective June 11, 1968, § 73.202(b) of the Commission's rules, the FM Table of Assignments, is amended to read, insofar as the communities named are concerned, as follows:

City	Channel No.
California:	
Hollister	228A
Florida:	
Vero Beach	228A
Illinois:	
Marion	296A
Kansas:	
El Dorado	257A
Great Bend	282
Hutchinson	271, 275
Wichita	236, 250, 267, 279, 297
Kentucky:	
Liberty	288A
Missouri:	
Dexter	272A
Texas:	
Livingston	221A
Wisconsin:	
La Crosse	227, 240A

(Secs. 4, 303, 307, 48 Stat., as amended, 1066, 1082, 1083; 47 U.S.C. 154, 303, 307)

Adopted: May 1, 1968.

Released: May 3, 1968.

FEDERAL COMMUNICATIONS COMMISSION,⁴

[SEAL] BEN F. WAPLE, Secretary.

[F.R. Doc. 68-5508; Filed, May 7, 1968; 8:49 a.m.]

Title 50—WILDLIFE AND FISHERIES

Chapter I—Bureau of Sport Fisheries and Wildlife, Fish and Wildlife Service, Department of the Interior

PART 32—HUNTING

Charles M. Russell National Wildlife Range, Mont.

The following regulation is issued and is effective on date of publication in the

⁴ Commissioner Loevinger absent.

² Two of the precluded communities, Onalaska (3,161) and Herrington (2,405), would qualify for Channel 240A under the new "10-mile rule" if it is assigned to La Crosse.

³ It appears that Channel 285A could be used for La Crosse if a transmitter site were selected about 2 miles west of the city. This would place it across the Mississippi River and in the State of Minnesota.

FEDERAL REGISTER. This regulation applies to public hunting on portions of the Charles M. Russell National Wildlife Range in Montana.

General conditions. Hunting shall be in accordance with applicable State regulations. Portions of the refuge which are open to hunting are designated by signs and/or delineated on maps—special conditions applying are listed on the reverse side of the refuge hunting map. Maps are available at refuge headquarters and from the office of the Regional Director, Bureau of Sport Fisheries and Wildlife, 730 Northeast Pacific Street, Portland, Ore. 97208.

§ 32.22 Special regulations; upland game; for individual wildlife refuge areas.

Upland game birds may be hunted on the following refuge area:

Charles M. Russell National Wildlife Range, Post Office Box 110, Lewistown, Mont. 59457.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through May 31, 1968.

JOHN D. FINDLAY,
Regional Director, Bureau of
Sport Fisheries and Wildlife.

MAY 1, 1968.

[F.R. Doc. 68-5516; Filed, May 7, 1968; 8:50 a.m.]

Title 7—AGRICULTURE

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER F—DETERMINATION OF NORMAL YIELDS AND ELIGIBILITY FOR ABANDONMENT AND CROP DEFICIENCY PAYMENTS

[Sugar Determination 845.2—Supp. 7]

PART 845—MAINLAND CANE SUGAR AREA

Approved Local Areas for 1967 Crop

§ 845.9 Approved local areas for the 1967 crop.

For purposes of considering eligibility of farms for abandonment and crop deficiency payments on 1967-crop sugarcane pursuant to paragraph (c) of § 845.2, as amended, the local ASC parish committees in Louisiana and the Glades ASC County Committee in Florida have determined that the extent of crop damage as specified and provided in subparagraph (1) (iii) of paragraph (c) of § 845.2 has occurred in the following local producing area:

LOUISIANA

INDIVIDUAL LOCAL PRODUCING AREAS

Parishes and Areas

Iberville: Area 3.
St. Charles: Area 2.

FLORIDA

All of Florida.

Statement of bases and considerations. This supplement provides public notice

of the local producing areas in Louisiana and Florida where due to drought, flood, storm, freeze, disease, or insects, the 1967 sugarcane crop has been damaged to the extent that farms located in whole or in part therein will be considered (as to location) for abandonment or deficiency payments. Producers on these farms who have not filed application for Sugar Act payments with respect to acreage abandonment or crop deficiencies for which they may otherwise be eligible should apply for such payments before December 31, 1969, as provided in 7 CFR 892.7 (32 F.R. 8413).

(Sec. 403, 61 Stat. 923; 7 U.S.C. 1153; secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. 1131, 1132)

Effective date: Date of publication.

Signed at Washington, D.C., on May 2, 1968.

CHAS. M. COX,
Acting Deputy Administrator,
State and County Operations.

[F.R. Doc. 68-5512; Filed, May 7, 1968; 8:49 a.m.]

Chapter IX—Consumer and Marketing Service (Marketing Agreements and Orders; Fruits, Vegetables, Nuts), Department of Agriculture

[945.326, Amdt. 4]

PART 945—IRISH POTATOES GROWN IN CERTAIN DESIGNATED COUNTIES IN IDAHO, AND MALHEUR COUNTY, OREG.

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 98 and Order No. 945, both as amended (7 CFR Part 945), regulating the handling of Irish potatoes grown in the production area defined therein, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of recommendations and information submitted by the Idaho-Eastern Oregon Potato Committee, established pursuant to the said marketing agreement and order, and other available information, it is hereby found that the amendment to the limitation of shipments hereinafter set forth, will tend to effectuate the declared policy of the act.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice and engage in public rule making procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that (1) the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, (2) compliance with this amendment will not require any special preparation by handlers which cannot be completed by the effective date, (3) information regarding the committee's

recommendation has been made available to producers and handlers in the production area, and (4) this amendment relieves restrictions on the handling of potatoes in the production area.

Order, as amended. Paragraphs (a) and (g) of § 945.326 (32 F.R. 9298, 15577 and 33 F.R. 2933, 5623) are amended to read as follows:

§ 945.326 Limitation of shipments.

(a) **Minimum quality requirements—**(1) **Grade.** All varieties—U.S. No. 2, or better grade.

(2) **Size—**(i) **Round red varieties.** 1 7/8 inches minimum diameter.

(ii) **All other varieties.** 2 inches minimum diameter, or 4 ounces minimum weight.

(iii) **All varieties.** Size B if U.S. No. 1, or better grade.

(3) **Cleanliness—**(i) **Kennebec variety.** Not more than "slightly dirty."

(ii) **All other varieties.** "Generally fairly clean."

(g) **Applicability to imports.** Pursuant to section 608e-1 of the act and § 980.1 "Import regulations" (§ 980.1 of this chapter, as amended), Irish potatoes of the long varieties imported during the effective period of this section shall meet the applicable grade, size, quality, and maturity requirements specified in paragraphs (a) and (b) of this section as amended.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated May 6, 1968, to become effective May 7, 1968.

PAUL A. NICHOLSON,
Acting Director, Fruit and Vegetable Division, Consumer and Marketing Service.

[F.R. Doc. 68-5591; Filed, May 7, 1968; 11:24 a.m.]

Chapter XIV—Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

PART 1434—HONEY

Subpart—Honey Price Support Regulations for 1968 and Subsequent Crops

INSURANCE AND QUANTITY FOR LOAN; CORRECTION

F.R. Doc. 68-3822, published at page 5203 in the issue dated March 30, 1968, is corrected by changing the words "insure the benefit" in § 1434.19 to read "inure to the benefit" and by changing the words "adequate production" in § 1434.22 to read "adequate protection."

Effective date: Upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on May 3, 1968.

E. A. JAENKE,
Acting Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 68-5513; Filed, May 7, 1968; 8:50 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 1009]

MILK IN CLARKSBURG, W. VA., MARKETING AREA

Notice of Proposed Determination of Equivalent Price for Use in Comput- ing Class I Prices

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), notice is hereby given that a proposed determination of equivalent price for use in computing Class I prices under the order, as amended, regulating the handling of milk in the Clarksburg, W. Va., marketing area is being considered.

The Clarksburg order provides in § 1009.51(a) "That the Class I price shall be not more than 35 cents in excess of, nor less than 15 cents in excess of the average of the Class I prices for the same month pursuant to Part 1008 (Greater Wheeling) of this chapter and at Athens-Scioto district plants pursuant to Part 1005 (Tri-State) of this chapter."

Effective July 1, 1968, the Wheeling order will be merged with the Northeastern Ohio and Youngstown-Warren orders into one order for regulating the handling of milk in the Eastern Ohio-Western Pennsylvania marketing area (33 F.R. 5988). Since the Clarksburg Class I price is based in part on the Wheeling order price, it is necessary to consider the determination of an equivalent price for use in computing Class I prices under the Clarksburg order beginning July 1, 1968. The equivalent price would be used until such time as the Clarksburg order can be amended.

The equivalent price being proposed to replace the Class I price under the Wheeling order is the Class I price at Wheeling, W. Va., pursuant to the Eastern Ohio-Western Pennsylvania milk order (Part 1036).

All persons who desire to submit written data, views, or arguments in connection with the proposed determination should file the same with the Hearing Clerk, Room 112-A, Administration Building, U.S. Department of Agriculture, Washington, D.C. 20250, not later than 5 days from the date of publication of this notice in the FEDERAL REGISTER. All documents filed should be in quadruplicate.

All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

Signed at Washington, D.C., on May 2, 1968.

JOHN C. BLUM,
Deputy Administrator,
Regulatory Programs.

[F.R. Doc. 68-5489; Filed, May 7, 1968;
8:48 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 7841]

AIRWORTHINESS DIRECTIVES

British Aircraft Corp. Viscount Models 744 and 745D

Amendment 39-371 (32 F.R. 4306), AD 67-9-5 requires a one time inspection of the horizontal stabilizer top spar root joint fittings on British Aircraft Corp. Viscount Models 744 and 745D for cracks. Service experience since the issuance of Amendment 39-371 indicates that cracks could still appear after the initial inspection. Therefore, the FAA proposes to supersede Amendment 39-371 with a new AD requiring that the inspection be repeated at intervals not to exceed 3,000 landings and identifying the top spar root joint fittings by part number.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before June 7, 1968, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

BRITISH AIRCRAFT CORP. Applies to Viscount 744 and 745D airplanes.

Compliance required as indicated, unless already accomplished.

To prevent fatigue damage to the horizontal stabilizer top spar root joint fittings, P/N 70118-231/232 (Pre Mod D. 3190) and P/N 70118-671/672 (Post Mod D. 3190), accomplish the following:

(a) Inspect the horizontal stabilizer top spar root joint fittings for cracks in accordance with British Aircraft Corp. PTL No. 264, Issue 2, dated February 12, 1968 (700 Series) or later ARB-approved issue, or an FAA-approved equivalent, as follows:

(1) For fittings which have been involved in 11,500 or more landings on the effective date of this AD, within the next 500 landings, unless already accomplished within the last 2,500 landings, and thereafter at intervals not to exceed 3,000 landings from the last inspection.

(2) For fittings which have been involved in less than 11,500 landings on the effective date of this AD, prior to the accumulation of 12,000 landings and thereafter at intervals not to exceed 3,000 landings from the last inspection.

(b) After each inspection under paragraph (a), replace all cracked fittings with new fittings of the same part numbers before further flight.

(c) For the purpose of complying with this AD, subject to acceptance by the assigned FAA maintenance inspector, the number of landings may be determined by dividing each airplane's hours' time in service by the operator's fleet average time from takeoff to landing for the airplane type.

This supersedes Amendment 39-371 (32 F.R. 4306), AD 67-9-5.

Issued in Washington, D.C. on April 30, 1968.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 68-5482; Filed, May 7, 1968;
8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-EA-23]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Covington, Ky., control zone and Cincinnati, Ohio, 700-foot floor transition area.

A recent revision to the ILS Runway 36 instrument approach procedure for the Greater Cincinnati Airport, Covington, Ky., and a minor change in the geographic position of the Greater Cincinnati Airport, requires alteration of the Covington, Ky., control zone and the Cincinnati, Ohio, transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Department of Transportation,

Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 30 days after publication in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Administration officials by contacting the Chief, Airspace and Standards Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of Regional Counsel, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Administration, having completed a review of the airspace requirements for the terminal area of Covington, Ky., proposes the airspace action hereinafter set forth:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Covington, Ky., control zone the coordinates "39°02'56" N., 84°39'53" W.," and insert in lieu thereof "39°02'50" N., 84°40'00" W.". Following the words "for 5 miles" add "and within 2 miles each side of the Greater Cincinnati Airport ILS localizer south course, extending from the 5-mile radius zone to the Runway 36 OM."

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Cincinnati, Ohio, transition area the coordinates "39°02'56" N., 84°39'53" W.," and insert in lieu thereof "39°02'50" N., 84°40'00" W.,".

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on April 15, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 68-5483; Filed, May 7, 1968;
8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket 68-EA-26]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Bangor, Maine, control zone and transition area; and alter the Old Town, Maine, control zone.

The VOR-1 instrument approach procedure for Old Town Municipal Airport, Old Town, Maine, has been revised and new VOR/DME Runway 22 and NDB

(ADF) Runway 22 instrument approach procedures have been developed for this airport. A review of the Old Town, Maine, terminal area established a need to alter the Old Town, Maine, and Bangor, Maine, control zones and the Bangor, Maine, transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Department of Transportation, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 30 days after publication in the *FEDERAL REGISTER* will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Administration officials by contacting the Chief, Airspace and Standards Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of Regional Counsel, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Administration, having completed a review of the airspace requirements for the terminal area of Bangor, Maine, proposes the airspace action hereinafter set forth:

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Bangor, Maine, control zone, "and within 2 miles each side of the Bangor VORTAC 053° radial extending from the VORTAC to the Old Town, Maine, control zone."

2. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to add in the description of the Old Town, Maine, control zone "within 2 miles each side of the Bangor VORTAC 052° radial extending from the VORTAC to the 3-mile radius zone; within 2 miles each side of the Bangor VORTAC 050° radial extending from the 3-mile radius zone to 23 miles northeast of the VORTAC; and within 2 miles each side of a 028° bearing and a 208° bearing from the Old Town, Maine, RBN, 45°00'24" N., 68°38'02" W., extending from the 3-mile radius zone to 7 miles northeast of the RBN, excluding that portion which coincides with the Bangor, Maine, control zone."

3. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Bangor, Maine, 700-foot floor transition area "within a 4-mile" and insert in lieu thereof "within a 5-mile"; delete "053° radial extending from the Old Town Municipal Airport 4-mile radius area to the VORTAC" and insert in lieu thereof "052° radial extending from the Old

Town Municipal Airport 5-mile radius area to the VORTAC; within 2 miles each side of the Bangor VORTAC 050° radial extending from the Old Town Municipal Airport 5-mile radius area to 25 miles northeast of the VORTAC; within 2 miles each side of a 028° bearing from the Old Town, Maine, RBN, 45°00'24" N., 68°38'02" W., extending from the Old Town Municipal Airport 5-mile radius area to 8 miles northeast of the RBN; within 2 miles each side of the Old Town Municipal Airport Runway 22 centerline extended from the Old Town Municipal Airport 5-mile radius area to 6 miles south of the end of the runway; within 2 miles each side of the Old Town Municipal Airport Runway 33 centerline extended from the Old Town Municipal Airport 5-mile radius area to 6 miles northwest of the end of the runway; within 2 miles each side of the Old Town Municipal Airport Runway 15 centerline extended from the Old Town Municipal Airport 5-mile radius area to 5 miles southeast of the end of the runway."

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on April 15, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 68-5484; Filed, May 7, 1968;
8:47 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 67-PC-6]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would amend the South Kauai, Hawaii, and Swordfish, Hawaii, transition areas.

As parts of these proposals relate to the navigable airspace outside the United States, this notice is submitted in consonance with the ICAO International Standards and Recommended Practices.

Applicability of International Standards and Recommended Practices, by the Air Traffic Service, FAA, in areas outside domestic airspace of the United States is governed by Article 12 and Annex 11 to the convention on International Civil Aviation (ICAO), which pertains to the establishment of air navigation facilities and services necessary to promoting the safe, orderly, and expeditious flow of civil air traffic. Its purpose is to insure that civil flying on international air routes is carried out under uniform conditions designed to improve the safety and efficiency of air operations.

The International Standards and Recommended Practices in Annex 11 apply in those parts of the airspace under the jurisdiction of a contracting state, derived from ICAO, wherein air traffic services are provided and also whenever a contracting state accepts the responsibility of providing air traffic

services over high seas or in airspace of undetermined sovereignty. A contracting state accepting such responsibility may apply the International Standards and Recommended Practices to civil aircraft in a manner consistent with that adopted for airspace under its domestic jurisdiction.

In accordance with Article 3 of the Convention on International Civil Aviation, Chicago, 1944, state aircraft are exempt from the provisions of Annex 11 and its Standards and Recommended Practices. As a contracting state, the United States agreed by Article 3(d) that its state aircraft will be operated in international airspace with due regard for the safety of civil aircraft.

Since this action involves, in part, the designation of navigable airspace outside the United States, the Administrator has consulted with the Secretary of State and the Secretary of Defense in accordance with the provisions of Executive Order 10854.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Pacific Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Post Office Box 4009, Honolulu, Hawaii 96812. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

An instrument approach procedure to the Poipu, Koloa, Kauai, Hawaii Airport has been developed, using the South Kauai, VORTAC, to provide an instrument capability for this airport.

It, therefore, is proposed to extend the South Kauai, Hawaii, transition area to include that airspace within 2 miles each side of the South Kauai, VORTAC 089° radial extending from the VORTAC to 6 miles east of the VORTAC, and within 2 miles each side of the South Kauai, VORTAC 133° radial extending from the VORTAC to 6 miles southeast of the VORTAC.

It is also proposed to alter the Swordfish, Hawaii, transition area by adding a 2,700-foot portion which would be bounded on the north and northeast by Federal VOR airway No. 14, on the east by the South Kauai VORTAC 179° radial, on the south by a line 8 miles south of and parallel to the South Kauai VORTAC 269° radial, and on the west by a line 10½ miles west of and parallel to the South Kauai VORTAC 179° radial.

An increase of the South Kauai transition area is required to provide controlled airspace for the instrument approach and missed approach procedures. The 2,700-foot portion of the Swordfish transition area is required to provide the controlled airspace for the 3,000-foot instrument procedure turn south of the South Kauai, VORTAC 258° radial.

These amendments are proposed under the authority of sections 307(a) and 1110 of the Federal Aviation Act of 1958 (49 U.S.C. 1348 and 1510) and Executive Order 10854 (24 F.R. 9565).

Issued in Washington, D.C., on May 2, 1968.

T. McMORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 68-5486; Filed, May 7, 1968;
8:48 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-EA-35]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the Jamestown, N.Y., transition area. The new ILS-Runway 25 standard instrument approach procedure for Jamestown Municipal Airport requires a minor alteration of the Jamestown, N.Y., transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Department of Transportation, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Administration officials by contacting the Chief, Airspace and Standards Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of Regional Counsel, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Administration, having completed a review of the airspace requirements for the terminal area of Jamestown, N.Y., proposes the airspace action hereinafter set forth:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to

delete in the description of the Jamestown, N.Y., transition area, "060° bearing" through the words "NE of the airport," and substitute in lieu thereof, "Jamestown, N.Y., ILS localizer northeast course extending from the 7-mile radius area to 8 miles northeast of the ILS OM."

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on April 16, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 68-5487; Filed, May 7, 1968;
8:48 a.m.]

[14 CFR Part 71]

[Airspace Docket 68-EA-29]

TRANSITION AREA

Proposed Designation

The Federal Aviation Administration is considering amending § 71.181 of Part 71 so as to designate a 700-foot floor transition area over Accomack County Airport, Melfa, Va.

A non-Federal radio beacon will be commissioned at Melfa, Va., in the near future. A new public use NDB (ADF) instrument approach procedure predicated on this facility has been developed for Accomack County Airport, Melfa, Va.

To provide controlled airspace protection for IFR arrivals and departures at the airport, we will require designation of a 700-foot floor transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Department of Transportation, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y. 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements may be made for informal conferences with Federal Aviation Administration officials by contacting the Chief, Airspace and Standards Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of Regional Counsel, Federal Aviation Administration, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Administration, having completed a review of the airspace requirements for the terminal area of Melfa, Va., proposes the airspace action hereinafter set forth:

Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a Melfa, Va., transition area described as follows:

MELFA, VA.

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the center 37°38'50" N., 75°45'40" W., of Accomack County Airport, Melfa, Va., and within 2 miles each side of a 200° bearing from the Melfa, Va., RBN 37°39'27" N., 75°45'27" W., extending from the 6-mile radius area to 8 miles south of the RBN.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on April 15, 1968.

WAYNE HENDERSHOT,
Acting Director, Eastern Region.

[F.R. Doc. 68-5488; Filed, May 7, 1968;
8:48 a.m.]

[14 CFR Parts 71, 75]

[Airspace Docket No. 68-SO-17]

**JET ROUTES AND DOMESTIC HIGH
ALTITUDE REPORTING POINT**

Proposed Alteration and Designation

The Federal Aviation Administration is considering amendments to Parts 71 and 75 of the Federal Aviation Regulations that would accomplish the following:

1. Designate the Bowling Green, Ky., VORTAC as a domestic high altitude reporting point.

2. Realign J-6 from Little Rock, Ark., to Charleston, W. Va., via Bowling Green, Ky.

3. Extend J-66 from Little Rock, Ark., to Memphis, Tenn.

The proposed realignment of J-6 and the extension of J-66, together with existing J-42, would improve air traffic service to the high volume of traffic operating between Fort Worth/Dallas, Tex., and Washington, D.C., by providing dual jet route capability between these terminal areas. It would also relieve traffic congestion at Nashville, Tenn., and Memphis, Tenn.

Interested persons may participate in the proposed rule making by submitting such-written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southern Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, Post Office Box 20636, Atlanta, Ga. 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

These amendments are proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348).

Issued in Washington, D.C., on May 2, 1968.

T. McCORMACK,
*Acting Chief, Airspace and
Air Traffic Rules Division.*

[F.R. Doc. 68-5485; Filed, May 7, 1968;
8:47 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Part 244]

GREETING CARD INDUSTRY

**Extension of Time for Comments
Relating to Proposed Guides**

Proposed Guides for the Greeting Card Industry Relating to Discriminatory Practices were published in the FEDERAL REGISTER issued March 7, 1968 (33 F.R. 4271).

Notice is hereby given that the Commission has extended the closing date for submission of written views concerning the proposed guides from May 6, to May 31, 1968.

Approved: May 3, 1968.

By direction of the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 68-5514; Filed, May 7, 1968;
8:50 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[Bureau Order 551, Amdt. 116]

AREA DIRECTORS

Redelegation of Authority Regarding Indian Lands and Minerals

APRIL 30, 1968.

Order 551 (an order by which the Commissioner of Indian Affairs redelegates authority to Bureau Officials), as amended, is further amended by the revision of section 28. This new authority will enable Area Directors to approve annual road work programs. As revised, section 28 reads as follows:

Sec. 28. *Roads.* The approval of minor changes to approved road systems and the exercise of any and all of the authority delegated to the Commissioner under 25 CFR 162.3, 162.5, 162.6, 162.8, and 162.9 and pursuant to section 28 of Secretarial Order No. 2508.

ROBERT L. BENNETT,
Commissioner.

[F.R. Doc. 68-5460; Filed, May 7, 1968;
8:45 a.m.]

Bureau of Land Management

[R-1250]

CALIFORNIA

Notice of Proposed Classification of Public Lands for Multiple-Use Management

1. Pursuant to the Act of September 19, 1964 (78 Stat. 986; 43 U.S.C. 1411-18), and to the regulations in 43 CFR Parts 2410 and 2411, it is proposed to classify for multiple-use management the public land within the areas described below. As used herein, "public lands" means any lands withdrawn or reserved by Executive Order No. 6910, of November 26, 1934, as amended, or within a grazing district established pursuant to the Act of June 28, 1934 (48 Stat. 1269), as amended, which are not otherwise withdrawn or reserved for a Federal use or purpose.

2. Publication of this notice has the effect of segregating all public lands described below from appropriation only under (a) the agricultural land laws (43 U.S.C., Chs. 7 and 9; and 25 U.S.C. sec. 334) and from sales under 2455 of the Revised Statutes (43 U.S.C. 1171); and (b) the land described in paragraph 4, from appropriation under the mining laws (30 U.S.C. Ch. 2). The lands shall remain open to all other applicable forms of appropriations.

3. The public lands are located within the following described areas of Inyo County. Each planning unit has been

analyzed in detail and described in documents and maps available for inspection at the Bakersfield District Office, 800 Truxtun Avenue, Bakersfield, Calif. 93301, and on the records in the Riverside Land Office, 1414 University Avenue, Riverside, Calif. 92502.

The overall descriptions of the areas are as follows:

SALINE PLANNING UNIT, INYO COUNTY

MOUNT DIABLO MERIDIAN

All public land within the boundaries described below:

Beginning at the corner of secs. 1, 6, 36, and 31, Tps. 10 and 11 S., Rs. 40 and 41 E., on the western boundary of Death Valley National Monument; thence southerly along the western boundary of Death Valley National Monument in Tps. 11 to 16 S., Rs. 40, 41, and 42 E. to the township line between Tps. 16 and 17 S.; west along the south boundary of T. 16 S. to the northeast corner of sec. 1, T. 17 S., R. 41 E.; south along the east line of R. 41 E., in Tps. 17, 18, and 19 S., to the north boundary of the Naval Weapons Center; west along the north boundary of the Naval Weapons Center between Tps. 19 and 20 S. to the corner of secs. 3, 4, T. 20 S., R. 38 E.; southerly along the west boundary of the Naval Weapons Center in Tps. 20, 21, 22, 23, and 24 S. to the Inyo-Kern County line; west along Inyo-Kern County line to the Los Angeles Aqueduct in sec. 32, T. 24 S., R. 38 E.; northerly along the Los Angeles Aqueduct to the township line of Tps. 21 and 22 S.; west along the south section line of secs. 34 and 33, T. 21 S., R. 37 E. to the boundary of the Inyo National Forest; northerly along the Inyo National Forest boundary in Tps. 21, 20, and 19 S. to the corner of secs. 1 and 2, 35 and 36, Tps. 18 and 19 S.; east along the township line between Tps. 18 and 19 S. to the meander line of Owens Lake in sec. 33 of T. 18 S.; northerly along the meander line of Owens Lake in Tps. 18 and 17 S. to a point at which the Cerro Gordo Mine Road reaches the lake; northeasterly along the Cerro Gordo Mine Road to the Cerro Gordo Mine; northwesterly along the crest of the Inyo Mountains to the boundary of the Inyo National Forest in T. 13 S., R. 37 E.; north along the east boundary of the Inyo National Forest to the corner of secs. 1, 6, 36, and 31, Tps. 10 and 11 S., Rs. 36 and 37 E.; east on the township line between 10 and 11 S. to the place of beginning.

PANAMINT PLANNING UNIT, INYO COUNTY

MOUNT DIABLO MERIDIAN

All public land within the boundaries described below:

Beginning at the northwest corner of sec. 6, T. 17 S., R. 42 E.; thence south along the range line between Rs. 41 and 42 E. to the boundary of the Naval Weapons Center in T. 20 S.; southerly along the boundary of the Naval Weapons Center in Tps. 20, 21, 22, 23, and 24 S. to the Inyo-San Bernardino County line; east along the Inyo-San Bernardino County line to the boundary of Death Valley National Monument in T. 24 S., R. 47 E.; northerly along the Death Valley National Monument in Tps. 24, 23, 22, 21, 20, 19, 18, and 17 S. to the township line between Tps. 16 and 17 S.; west along the township line between Tps. 16 and 17 S. to the point of beginning.

BITTERWATER PLANNING UNIT, INYO COUNTY

SAN BERNARDINO MERIDIAN

All public land within the boundaries described below:

Beginning at the intersection of the east boundary of Death Valley National Monument and the California-Nevada State Line in T. 28 N., R. 4 E.; thence southerly along the Death Valley National Monument boundary in Tps. 27, 26, 25, 24, 23, 22, 21, and 20 N., Rs. 3, 4, and 5 E. to the Inyo-San Bernardino County line; easterly along the Inyo-San Bernardino County line to the California-Nevada State line; northwesterly along the California-Nevada State line to the point of beginning.

The public lands proposed for classification aggregate approximately 1,868,950 acres.

4. The following described lands are further segregated from appropriation under the mining laws (30 U.S.C. Ch. 2), approximately 880 acres.

MOUNT DIABLO MERIDIAN

SALINE PLANNING UNIT

T. 18 S., R. 41 E.,
Sec. 34, SE $\frac{1}{4}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$.

PANAMINT PLANNING UNIT

T. 17 S., R. 42 E.,
Sec. 7, SE $\frac{1}{4}$;
Sec. 8, SW $\frac{1}{4}$;
Sec. 17, NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 18, NE $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$.

5. For a period of sixty (60) days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed classification may present their views in writing to the District Manager, Room 311, Federal Building, 800 Truxtun Avenue, Bakersfield, Calif. 93301.

6. A public hearing on this proposed classification will be held at 10 a.m. on Friday, June 21, 1968, at the Inyo County Courthouse in Independence, Calif.

For the State Director.

ROBERT J. SPRINGER,
District Manager.

[F.R. Doc. 68-5505; Filed, May 7, 1968;
8:49 a.m.]

[New Mexico 435]

NEW MEXICO

Notice of Proposed Reclassification of Public Lands

MAY 1, 1968.

1. Pursuant to the act of September 19, 1964 (43 U.S.C. 1411-18), and the regulations in 43 CFR Parts 2410 and 2411, it is proposed to reclassify the public lands within the areas described below for disposal as hereinafter specified. These areas were previously classified for Multiple-Use Management by Notice of Classification of Lands, published in Vol. 32, No. 25, FEDERAL REGISTER of Febru-

ary 7, 1967, as F.R. Doc. 67-1425, at pages 2579-2586.

GROUP I

For disposal pursuant to exchanges under section 8 of the act of June 28, 1934 (48 Stat. 1269) as amended (43 U.S.C. 315g) for consolidation of Federal Program Areas, and for public sales under section 2455 of the Revised Statutes (43 U.S.C. 1171):

NEW MEXICO PRINCIPAL MERIDIAN

- T. 14 S., R. 2 W.,
Sec. 33, NW $\frac{1}{4}$.
- T. 10 S., R. 5 W.,
Sec. 22, lots 1, 2, 3, 4, and SE $\frac{1}{4}$.
- T. 11 S., R. 5 W.,
Sec. 28, NW $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 16 S., R. 5 W.,
Sec. 27, W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ W $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$ E $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 12 S., R. 6 W.,
Sec. 21, NW $\frac{1}{4}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 33, W $\frac{1}{2}$ SW $\frac{1}{4}$.
- T. 19 S., R. 6 W.,
Sec. 34, lot 3.
- T. 11 S., R. 7 W.,
Sec. 3, lots 5, 11, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 4, SW $\frac{1}{4}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 5, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 9, lot 1;
Sec. 10, NW $\frac{1}{4}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 11, lot 11;
Sec. 21, lot 4;
Sec. 28, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 29, N $\frac{1}{2}$ NE $\frac{1}{4}$.
- T. 12 S., R. 7 W.,
Sec. 23, NW $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$.
- T. 13 S., R. 7 W.,
Sec. 12, N $\frac{1}{2}$ NE $\frac{1}{4}$, and SW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 25, S $\frac{1}{2}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$;
Sec. 26, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$.
- T. 15 S., R. 7 W.,
Sec. 13, N $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 16 S., R. 7 W.,
Sec. 1, NE $\frac{1}{4}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SW $\frac{1}{4}$.

The areas described aggregate 2,537.11 acres in Sierra County.

GROUP II

For disposal pursuant to exchanges under section 8 of the act of June 28, 1934 (48 Stat. 1269) as amended (43 U.S.C. 315g) for consolidation of Federal Program areas:

NEW MEXICO PRINCIPAL MERIDIAN

- T. 11 S., R. 6 W.,
Sec. 30, lots 3, 4, and E $\frac{1}{2}$ SW $\frac{1}{4}$.
- T. 12 S., R. 6 W.,
Sec. 4, S $\frac{1}{2}$ lot 8, lot 9, S $\frac{1}{2}$ lot 10, W $\frac{1}{2}$ lot 14, lot 15, and SW $\frac{1}{4}$;
Sec. 7, lot 4, SE $\frac{1}{4}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 8;
Sec. 9, NW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, and NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 17, N $\frac{1}{2}$ N $\frac{1}{2}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, and SW $\frac{1}{4}$;
Sec. 18;
Sec. 19, lot 1, NW $\frac{1}{4}$ NE $\frac{1}{4}$, and NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 20, NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 30, lot 4;
Sec. 31, lots 1, 2, 3, 4, S $\frac{1}{2}$ S $\frac{1}{2}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, E $\frac{1}{2}$ SW $\frac{1}{4}$, NE $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$.

- T. 13 S., R. 6 W.,
Sec. 6, lots 3, 4, 5, 6, 7, S $\frac{1}{2}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 21;
Sec. 28, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 29, N $\frac{1}{2}$ S $\frac{1}{2}$ and S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 30, lots 3, 4, E $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 31, lots 1, 2, 3, 4, W $\frac{1}{2}$ E $\frac{1}{2}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, and NE $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 14 S., R. 6 W.,
Sec. 6, lot 4.
- T. 16 S., R. 6 W.,
Sec. 7;
Sec. 18, NE $\frac{1}{4}$, and NE $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 11 S., R. 7 W.,
Sec. 6, lots 5, 6, 7, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and E $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 7, lots 1, 2, 3, 4, and E $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 15, SW $\frac{1}{4}$;
Sec. 18, lots 1, 2, 3, 4, and E $\frac{1}{2}$ W $\frac{1}{2}$;
Sec. 19, lots 1, 2, 3, 4, 5, S $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ W $\frac{1}{2}$, N $\frac{1}{2}$ SE $\frac{1}{4}$, and SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 20, S $\frac{1}{2}$ lot 3, and lots 7 to 15, inclusive;
Sec. 21, lots 1 and 2;
Sec. 22, W $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 23, S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 25, S $\frac{1}{2}$ NW $\frac{1}{4}$, and S $\frac{1}{2}$;
Sec. 26, NE $\frac{1}{4}$, and E $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 28, lots 4, 5, 6, and NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 29, lot 2, NW $\frac{1}{4}$ NW $\frac{1}{4}$, and S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 30, E $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 33, lot 3, E $\frac{1}{2}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 34, S $\frac{1}{2}$ N $\frac{1}{2}$, and S $\frac{1}{2}$;
Sec. 35, NE $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ N $\frac{1}{2}$, and S $\frac{1}{2}$.
- T. 12 S., R. 7 W.,
Sec. 3, lots 5 to 20, inclusive;
Sec. 4, lots 1, 2, S $\frac{1}{2}$ NE $\frac{1}{4}$, and SE $\frac{1}{4}$;
Sec. 9, lots 1, 2, 5, 6, 7, 8, and 9;
Sec. 10, lots 1 to 13, inclusive;
Sec. 11, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 12, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 13, E $\frac{1}{2}$;
Sec. 14, lots 1 to 7, inclusive;
Sec. 15, lots 1, 2, and 3;
Sec. 20, lots 1, 2, 3, 6, 7, 8, 9, 12, 13, and 14;
Sec. 21, S $\frac{1}{2}$ SW $\frac{1}{4}$, and W $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 25, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 26, W $\frac{1}{2}$ E $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$, and SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 27, NW $\frac{1}{4}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ N $\frac{1}{2}$, and S $\frac{1}{2}$;
Sec. 28;
Sec. 29, lots 1, 2, 3, and 6 to 16, inclusive;
Sec. 33, N $\frac{1}{2}$;
Sec. 34, lots 1 to 8, inclusive.
- T. 13 S., R. 7 W.,
Sec. 1, lots 1, 2, 3, 4, S $\frac{1}{2}$ N $\frac{1}{2}$, and N $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 10, lots 1 to 16, inclusive;
Sec. 11;
Sec. 12, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 13, S $\frac{1}{2}$;
Sec. 14, lots 1, 2, 3, and NW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 15, N $\frac{1}{2}$ N $\frac{1}{2}$, and SE $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 23, W $\frac{1}{2}$ E $\frac{1}{2}$, and W $\frac{1}{2}$;
Sec. 24;
Sec. 26, lots 1, 2, 3, 4, and NW $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 15 S., R. 7 W.,
Sec. 13, S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 14, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 23, N $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 24, S $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 16 S., R. 7 W.,
Sec. 10, lots 1, 2, E $\frac{1}{2}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, and N $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 11, NE $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 12, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 13, N $\frac{1}{2}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$, and NW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 14, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$, and NW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 15, N $\frac{1}{2}$ NE $\frac{1}{4}$.

- T. 18 S., R. 7 W.,
Sec. 17, E $\frac{1}{2}$ SW $\frac{1}{4}$, and SW $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 20, E $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 21, NE $\frac{1}{4}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ NE $\frac{1}{4}$, and NW $\frac{1}{4}$.
- T. 11 S., R. 8 W.,
Sec. 1, S $\frac{1}{2}$ NE $\frac{1}{4}$, and N $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 25, SE $\frac{1}{4}$ NE $\frac{1}{4}$, and E $\frac{1}{2}$ SE $\frac{1}{4}$.
- T. 12 S., R. 8 W.,
Sec. 21, NW $\frac{1}{4}$ SW $\frac{1}{4}$, and S $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 28, N $\frac{1}{2}$ NW $\frac{1}{4}$.

The areas described aggregate 24,507.04 acres in Sierra County.

2. Publication of this proposed classification will segregate the above described lands from all forms of disposal under the public land laws, including the mining laws, except the form or forms of disposal for which it is proposed to classify the lands. However, publication will not alter the applicability of the public land laws governing the use of the lands under lease, license, or permit or governing the disposal of their mineral and vegetative resources other than the mining laws.

3. For a period of 60 days from the date of publication of this notice in the FEDERAL REGISTER, all persons who wish to submit comments, suggestions, or objections in connection with the proposed reclassification may present their views in writing to the Las Cruces District Manager, Bureau of Land Management, Post Office Box 1420, Las Cruces, N. Mex. 88001.

4. A public hearing on this proposed reclassification will be held on May 28, 1968 at 7:30 p.m. in the County Courthouse, Truth or Consequences, N. Mex.

W. J. ANDERSON,
State Director.

[F.R. Doc. 68-5461; Filed, May 7, 1968;
8:45 a.m.]

Bureau of Mines

FIRST OFFICER, MARINE MINERALS TECHNOLOGY CENTER, ET AL.

Redelegation of Authority Regarding Execution of Contracts; Tiburon, Calif.

Section 205.11.4 of Bureau of Mines Manual redelegation issued July 29, 1967 (32 F.R. 11088), is revised to read as follows:

SEC. 205.11.4 *Negotiated contracts.* The authority to enter into negotiated contracts under section 302(c) (3) of the Federal Property and Administrative Services Act of 1949, as amended (purchases not in excess of \$2,500), is redelegated by the Research Director, Marine Minerals Technology Center, to the following named persons. This authority to approve Field Purchase Orders in amounts of \$2,500 or less for open market items shall be exercised only when the named employees are on a cruise away from the home port, Tiburon, Calif., aboard one of the Marine Minerals Technology Center Research Vessels.

Frank G. Pepper, First Officer, MMTTC.
Leo J. Leoni, Master, MMTTC.
Ralph W. Dale, Jr., Master, MMTTC.

Harry V. Reynolds, Master, MMTTC.
Harry L. Troutman, Jr., Chief Engineer,
MMTTC.

HARRY C. ALLEN, Jr.,
Assistant Director,
Minerals Research.

[F.R. Doc. 68-5462; Filed, May 7, 1968;
8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Notice 68-RD-3]

REFLECTIVE MARKERS FOR AIRPORT RUNWAY CENTERLINES

Notice of Proposed Selection

The Federal Aviation Administration is considering adopting a selection order for reflective markers for airport runway centerlines. A selection order is the method used by the Federal Aviation Administrator for selecting new systems, equipments, facilities, or devices for incorporation in the National Airspace System in order to insure proper operation and compatibility between elements of the common civil-military system of air traffic control and air navigation facilities. A notice of proposed selection is issued, as a matter of policy, in those instances where invitation of public comments is considered to be in the public interest. It is not a notice of proposed rule making or other rule-making action.

Interested persons are invited to submit such written data and comments as they may desire. Communications should identify the notice number and be submitted in duplicate to: Director, Systems Research and Development Service, Attention: RD-54, Federal Aviation Administration, Department of Transportation, 800 Independence Avenue SW., Washington, D.C. 20590, on or before July 8, 1968. All comments submitted will be available for examination, both before or after the closing date for comments, in Room 720, 800 Independence Avenue SW., Washington, D.C.

The text of the proposed selection order is as follows:

1. *Purpose.* This order provides for the use of reflective markers in the National Airspace System to improve the night identification of runway centerlines at airports and to furnish runway remaining information to pilots.

2. *Requirements.* A requirement exists for improved centerline identification at night on airport runways. At present the floodlights on the wings or in the nose of the aircraft are used for illuminating the runway surface and painted markings. In general, the painted centerline stripes provide insufficient guidance at night to the pilot.

3. *Selection decision.* Reflective markers as described in this order have been shown to be responsive to the requirement stated in paragraph 2. Accordingly, they are hereby selected for incorporation in the National Airspace System, pursuant to section 312(c) of the Federal Aviation Act.

4. *Description.* The system of reflective markers for airport runways consists of a

line of equally spaced reflective markers cemented in place at regular intervals on the runway centerline. The desired spacing between each cemented marker is 50 feet; the maximum spacing is 100 feet. When installed in place, the markers shall not protrude above the paved surface more than three-fourths of an inch. Reflective markers shall be clear or white in color for VFR runways. Color coding for runway remaining information shall be provided on instrument runways in accordance with the following criteria:

a. Runways over 2,000 feet but less than 6,000 feet in length require alternate red and white markers installed from the midpoint of the runway to the 1,000-foot point and all red markers in the last 1,000 feet from the threshold, as viewed from the approach or takeoff position.

b. Runways 6,000 feet and longer are color coded in the last 3,000 feet so that the initial 2,000 feet has alternate red and white markers and the last 1,000 feet has all red markers, as viewed from the approach or takeoff position.

c. Color coding is provided for either direction of operations. The reflective markers show red only in the direction to indicate runway distance remaining. When viewed from the opposite direction, these markers show white.

Commercially available reflective markers such as used to mark traffic lanes can be approved for this application.

5. *Initial implementation criteria.* Reflective markers shall be installed where airport owners or operators wish to increase the night identification of centerlines on runways not having centerline lighting. On instrument runways color coding for distance remaining information shall be installed. These markers shall not be considered as a replacement for runway lighting or marking.

6. *Directed action.* Through media presently available for transmitting information and criteria to the aviation industry, action shall be taken by the elements of the agency concerned to encourage implementation by airport owners where the need exists.

This notice is issued under sections 307(b) and 312(c) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(b) and 1353(c)).

Issued in Washington, D.C., on April 29, 1968.

JOHN A. WEBER,
Director, Systems Research
and Development Service.

[F.R. Doc. 68-5481; Filed, May 7, 1968;
8:47 a.m.]

BUREAU OF THE BUDGET

COST OF HOSPITAL AND MEDICAL CARE AND TREATMENT FURNISHED BY UNITED STATES

Certain Rates Regarding Recovery From Tortiously Liable Third Persons

By virtue of the authority vested in the President by section 2(a) of the Act of September 25, 1962 (76 Stat. 593; 42 U.S.C. 2652), and delegated to the Director of the Bureau of the Budget by section 1 of Executive Order No. 11060 of November 7, 1962 (27 F.R. 10925), the following rates are established for use in

connection with the recovery, as authorized by such Act, from tortiously liable third persons of the cost of hospital and medical care and treatment furnished by the United States (Part 43 of Chapter I of Title 28 of the Code of Federal Regulations), and have been determined to represent the reasonable value of hospital, nursing home, medical, surgical, or dental care and treatment (including prostheses and medical appliances) furnished or to be furnished:

(a) For such care and treatment furnished by the United States in Federal hospitals and nursing homes, with the exception of Freedmen's Hospital, Washington, D.C., and Canal Zone Government hospitals—

Effective
July 1, 1968,
and
thereafter

Hospital care per inpatient day:	
Federal general and tuberculosis hospitals	\$49.00
Federal mental hospitals	10.00
Veterans Administration nursing home units	16.00
Outpatient medical and dental treatment:	
Per facility visit	10.00

(b) For such care and treatment furnished at Government expense in a facility not operated by the United States, the rates shall be the amounts expended by the United States for such care and treatment;

(c) For such care and treatment at Freedmen's Hospital, Washington, D.C., the rates shall be those charged full-pay private patients by the hospital at the time the care and treatment is furnished by the United States; and

(d) For such care and treatment at Canal Zone Government hospitals, the rates shall be those established, and in effect at the time the care and treatment is furnished, by the Canal Zone Government for such care and treatment furnished to beneficiaries of other U.S. Government agencies.

For the period beginning July 1, 1968, the rates prescribed herein supersede those established by the Director of the Bureau of the Budget on August 6, 1966 (31 F.R. 10754).

CHARLES J. ZWICK,
Director, Bureau of the Budget.

APRIL 26, 1968.

[F.R. Doc. 68-5458; Filed, May 7, 1968;
8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 18046, 18047; FCC 68M-700]

KFPW BROADCASTING CO. AND BROADCASTERS UNLIMITED

Order Continuing Hearing

In re applications of George T. Herreich trading as KFPW Broadcasting Co., Forth Smith, Ark., Docket No. 18046, File No. BPCT-3937; Cleve L. Cotner, Mike Meyer, Carle Robbins, Ernest S. Stephens, and Gilbert Forsgren doing

business as Broadcasters Unlimited, Fort Smith, Ark., Docket No. 18047, File No. BPCT-3963; for construction permit for new television broadcast station (Channel 24):

It is ordered, Pursuant to the agreements reached at the prehearing conference of April 30, 1968, that:

(1) All exhibits to be offered in the direct presentations shall be exchanged among the parties and copies thereof provided the Hearing Examiner on June 24, 1968;

(2) Notification of witnesses desired for cross-examination shall be given on or before July 15, 1968;

(3) The hearing presently scheduled for May 27, 1968, is continued to July 22, 1968, commencing at 10 a.m. in the offices of the Commission at Washington, D.C.

Issued: May 1, 1968.

Released: May 2, 1968.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68-5509; Filed, May 7, 1968;
8:49 a.m.]

[Docket No. 17634; FCC 68M-697]

VOICE OF THE NEW SOUTH, INC. (WNSL)

Order Scheduling Hearing

In re application of Voice of the New South, Inc. (WNSL), Laurel, Miss., Docket No. 17634, File No. BP-16819, for construction permit:

It is ordered, That the date for commencement of hearing in the above-entitled proceeding is now set for 10 a.m., May 28, 1968, in the Commission's offices in Washington, D.C.

Issued: May 1, 1968.

Released: May 2, 1968.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 68-5510; Filed, May 7, 1968;
8:49 a.m.]

FEDERAL RESERVE SYSTEM

BARNETT NATIONAL SECURITIES CORP.

Notice of Application for Approval of Acquisition of Shares of Bank

Notice is hereby given that application has been made to the Board of Governors of the Federal Reserve System pursuant to section 3(a) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)), by Barnett National Securities Corp., which is a bank holding company located in Jacksonville, Fla., for the prior approval of the Board of the acquisition by Applicant of 80 percent or more of the voting shares of Munroe and Chambliss National Bank of East Ocala, Ocala, Fla.

Section 3(c) of the Act provides that the Board shall not approve (1) any acquisition or merger or consolidation under this section which would result in a monopoly, or which would be in furtherance of any combination or conspiracy to monopolize or to attempt to monopolize the business of banking in any part of the United States, or (2) any other proposed acquisition or merger or consolidation under this section whose effect in any section of the country may be substantially to less competition, or to tend to create a monopoly, or which in any other manner would be in restraint of trade, unless it finds that the anticompetitive effects of the proposed transaction are clearly outweighed in the public interest by the probable effect of the transaction in meeting the convenience and needs of the community to be served.

Section 3(c) further provides that in every case the Board shall take into consideration the financial and managerial resources and future prospects of the company or companies and the banks concerned and the convenience and needs of the community to be served.

Not later than thirty (30) days after the publication of this notice in the FEDERAL REGISTER, comments and views regarding the proposed acquisition may be filed with the Board. Communications should be addressed to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551. Public access to the application may be had at the office of the Board of Governors or the Federal Reserve Bank of Atlanta.

Dated at Washington, D.C., this 2d day of May 1968.

By order of the Board of Governors.

[SEAL] ROBERT P. FORRESTAL,
Assistant Secretary.

[F.R. Doc. 68-5459; Filed, May 7, 1968;
8:45 a.m.]

INTERAGENCY TEXTILE ADMINISTRATIVE COMMITTEE

COTTON TEXTILES AND COTTON TEXTILE PRODUCTS PRODUCED OR MANUFACTURED IN THE REPUBLIC OF CHINA

Visa Requirement

MAY 3, 1968.

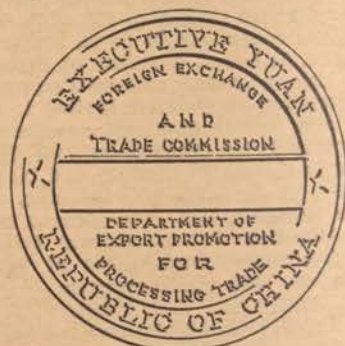
The purpose of this notice is to announce certain requirements governing the entry into the United States for consumption and withdrawal from warehouse for consumption of cotton textiles and cotton textile products produced or manufactured in the Republic of China.

Under the bilateral cotton textile agreement of October 12, 1967, between the Governments of the United States and the Republic of China, the Republic of China has undertaken to limit its exports of cotton textiles and cotton textile products to the United States to certain designated levels. Pursuant to

paragraph 14 of that agreement, providing for administrative arrangements, the Governments of the United States and the Republic of China have established an administrative mechanism intended to preclude circumvention of the licensing system for exports to the United States of cotton textiles and cotton textile products produced or manufactured in the Republic of China.

Effective 30 days after publication of this notice in the FEDERAL REGISTER, entry into the United States for consumption and withdrawal from warehouse for consumption of any cotton textiles or cotton textile products produced or manufactured in the Republic of China for which the Republic of China has not issued an appropriate export Visa, fully described below, will be prohibited.

Such Visa is to appear on the original copy of the invoice (Special Customs Invoice Form 5515 or other successor document; otherwise the commercial invoice when used) and will indicate the quantity of goods involved, in the appropriate unit or units of measures, the category or categories under which the goods are classified, and the signature of the official issuing the Visa. The Visa will also include an official seal which will be superimposed on the information to be provided above. A facsimile of the seal appears below:



Any discrepancy between the actual quantity of goods presented for entry and the quantity specified on the Visa will be resolved as follows: Whenever the actual quantity exceeds the quantity specified the entire quantity will be denied entry; whenever the actual quantity is less than the quantity specified, the actual quantity will be entered. In such cases, a new Visa will be required for the entry of the balance of the quantity specified, except where the goods have been erroneously off loaded at another port in the United States and where (a) the goods are subsequently forwarded to the intended port of entry, or (b) entered at the port of erroneous discharge on the basis of a properly certified photocopy of the invoice. Moreover, it is anticipated that provision may be made for entry of goods in those cases where the amount presented for entry is greater than the quantity specified on the Visa so long as the difference is nominal. In all such cases, the actual amounts permitted entry will be charged against the

applicable levels set forth in the bilateral agreement of October 12, 1967.

Interested parties are advised to take all necessary steps to assure that cotton textiles and cotton textile products produced or manufactured in the Republic of China which are to be entered into the United States for consumption or withdrawn from warehouse for consumption will meet the above stated Visa requirements.

There is published below a letter of May 3, 1968, from the Chairman of the President's Cabinet Textile Advisory Committee, to the Commissioner of Customs to prohibit effective June 10, 1968, the entry or withdrawal for consumption in the United States of cotton textiles and cotton textile products produced or manufactured in the Republic of China which do not meet the stated Visa requirements.

STANLEY NEHMER,
Chairman, Interagency Textile
Administrative Committee,
and Deputy Assistant Secretary
for Resources.

THE SECRETARY OF COMMERCE

PRESIDENT'S CABINET TEXTILE
ADVISORY COMMITTEE

WASHINGTON, D.C. 20230,
May 3, 1968.

COMMISSIONER OF CUSTOMS,
Department of the Treasury,
Washington, D.C. 20226.

DEAR MR. COMMISSIONER: Under the terms of the Long-Term Arrangement Regarding International Trade in Cotton Textiles done at Geneva on February 9, 1962, pursuant to paragraph 14 of the bilateral cotton textile agreement of October 12, 1967, providing for administrative arrangements, between the Governments of the United States and the Republic of China, and in accordance with the procedures outlined in Executive Order 11052 of September 28, 1962, as amended by Executive Order 11214 of April 7, 1965, you are directed to prohibit effective June 10, 1968, and until further notice, entry into the United States for consumption and withdrawal from warehouse for consumption of any cotton textiles and cotton textile products produced or manufactured in the Republic of China for which the Republic of China has not issued an appropriate Visa fully described below:

Such Visa is to appear on the original copy of the invoice (Special Customs Invoice Form 5515 or other successor document; otherwise the commercial invoice when used) and will indicate the quantity of goods involved in the appropriate unit or units of measure, the category or categories under which the goods are classified, and the signature of the official issuing the Visa. The Visa will also include an official seal which will be superimposed on the information to be provided above. A facsimile of the seal is enclosed for your information.

Any discrepancy between the actual quantity of goods presented for entry and the quantity specified on the Visa will be resolved as follows: Whenever the actual quantity exceeds the quantity specified the entire quantity will be denied entry; whenever the actual quantity is less than the quantity specified, the actual quantity will be entered. In such cases, a new Visa will be required for entry of the balance of the quantity specified, except where the goods have been erroneously off loaded at another

port in the United States and where (a) the goods are subsequently forwarded to the intended port of entry, or (b) entered at the port of erroneous discharge on the basis of a properly certified photocopy of the invoice.

Shipments of cotton textiles and cotton textile products which have a date of exportation prior to May 1, 1968, shall not be subject to this directive.

You are further directed to allow entry into the United States for consumption and withdrawal from warehouse for consumption of designated shipments of cotton textiles and cotton textile products produced or manufactured in the Republic of China and exported to the United States from the Republic of China on or after May 1, 1968, notwithstanding the designated shipment or shipments do not meet the aforementioned Visa requirements, whenever requested to do so in writing by the Chairman of the Interagency Textile Administrative Committee.

A detailed description of the 64 categories in terms of T.S.U.S.A. numbers was published in the FEDERAL REGISTER on January 17, 1968 (33 F.R. 582), and amendments thereto on March 15, 1968 (33 F.R. 4600).

In carrying out the above directions, entry into the United States for consumption shall be construed to include entry for consumption into the Commonwealth of Puerto Rico.

The actions taken with respect to the Government of the Republic of China and with respect to imports of cotton textiles and cotton textile products from the Republic of China have been determined by the President's Cabinet Textile Advisory Committee to involve foreign affairs functions of the United States. Therefore, the directions to the Commissioner of Customs, being necessary to the implementation of such actions, fall within the foreign affairs exception to the notice provisions of 5 U.S.C. 553 (Supp. II, 1965-66). This letter will be published in the FEDERAL REGISTER.

Sincerely yours,

C. R. SMITH,
Secretary of Commerce, Chairman,
President's Cabinet Textile Ad-
visory Committee.

[F.R. Doc. 68-5494; Filed, May 7, 1968;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-4672]

CAMEO-PARKWAY RECORDS, INC.

Order Suspending Trading

MAY 2, 1968.

The common stock, 10 cents par value, of Cameo-Parkway Records, Inc., Philadelphia, Pa., being listed and registered on the American Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Cameo-Parkway Records, Inc., being traded otherwise than on a national securities exchange; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to sections 15(c)(5) and 19(a)(4) of the Securities Exchange Act of 1934, that trading in

such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period May 3, 1968, through May 12, 1968, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 68-5503; Filed, May 7, 1968;
8:49 a.m.]

[File No. 2-14698]

CORMAC CHEMICAL CORP.

Order Suspending Trading

MAY 2, 1968.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Cormac Chemical Corp., New York, N.Y., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period May 3, 1968, through May 12, 1968, both dates inclusive.

By the Commission.

[SEAL]

ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 68-5504; Filed, May 7, 1968;
8:49 a.m.]

TARIFF COMMISSION

CONSUMPTION OF BROOMS

Report to the President

MAY 2, 1968.

The U.S. Tariff Commission today reported to the President its judgment as to the consumption in the United States of brooms made of broomcorn in 1965 and 1967.

The Commission's report shows that consumption of whiskbrooms amounted to 470,612 dozens in 1965 and decreased to 463,745 dozens in 1967. Consumption of other brooms of broomcorn amounted to 2,878,995 dozens in 1965 and to 2,993,505 dozens in 1967.

The report is the first in a series of annual reports required under Executive Order 11377, which provides that the Tariff Commission shall annually report to the President its judgment as to the consumption of brooms of broomcorn, together with the basis therefor. The report contains data for 1965 and 1967 on production, imports, and exports of such brooms.

Copies of the report are available upon request as long as the limited supply lasts. Requests should be addressed to the Secretary, U.S. Tariff Commission,

Eighth and E Streets, NW., Washington, D.C. 20436.

By direction of the Commission.

[SEAL]

DONN N. BENT,
Secretary.

[F.R. Doc. 68-5495; Filed, May 7, 1968;
8:48 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

MAY 3, 1968.

Protests to the granting of an application must be prepared in accordance with Rule 1100.40 of the general rules of practice (49 CFR 1100.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 41317—*Fertilizer in western territory.* Filed by Western Trunk Line Committee, agent (No. A-2550, for interested rail carriers. Rates on fertilizer and fertilizer material, in carloads, minimum 100,000 pounds, except when carrier is unable to furnish size of car ordered, minimum shall be 95,000 pounds, between stations in western trunkline territory, and from origins in Canada to western trunkline territory.

Grounds for relief—Market competition, modified short-line distance formula and grouping.

FSA No. 41318—*Newsprint paper from Chandler, Quebec, Canada, to New York, N.Y.* Filed by Traffic Executive Association-Eastern Railroads, agent (E.R. No. 2915), for interested rail carriers. Rates on newsprint paper, in carloads, from Chandler, Quebec, Canada, to New York and Harlem River, N.Y.

Grounds for relief—Water competition.

Tariff—Supplement 13 to Canadian National Railways tariff ICC E-543.

FSA No. 41319—*Volcanic scoria from specified points in New Mexico and Texas.* Filed by Southwestern Freight Bureau, agent (No. B-9075), for interested rail carriers. Rates on volcanic scoria or slag, not pumice stone, in carloads, from Albuquerque, Carrizozo, Coyote, Des Moines, and Twin Mountain, N. Mex., also Planeport, Tex., to Des Moines and Highland Park, Iowa.

Grounds for relief—Market competition.

Tariff—Supplement 75 to Southwestern Freight Bureau, agent, tariff ICC 4690.

FSA No. 41320—*Ammonium phosphate fertilizer from Don and Epco, Idaho.* Filed by Western Trunk Line Committee, agent (No. A-2549), for interested rail carriers. Rates on ammonium phosphate fertilizer, in bulk, in carloads, minimum 100,000 pounds, from Don and Epco, Idaho, to points in western trunkline territory.

Grounds for relief—Market competition, modified short-line distance formula and grouping.

Tariff—Supplement 227 to Western Trunk Line Committee, agent, tariff ICC A-4411.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 68-5496; Filed, May 7, 1968;
8:48 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

MAY 3, 1968.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. CPC A-1068 (Sub-No. 3), filed March 20, 1968. Applicant: JOHN B. NAPOLES, Box 563, Carlin, Nev. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *general commodities*, (1) except the transportation of new and used furniture and household effects; (2) except the towing of house trailers or mobile homes; (3) except the transportation of articles of such value as to require armored car service; (4) except the transportation of explosives and other dangerous articles; and (5) except the transportation of ores in bulk, (a) between Carlin, Nev., and Carlin Gold Mine; and (b) between Carlin, Nev., and Cortez, Nev., serving the intermediate points of Barth Mine in Eureka County and Palisade. Both intrastate and interstate authority sought.

HEARING: Not yet assigned. Requests for procedural information, including the time for filing protests, concerning the application, should be addressed to the Public Service Commission of Nevada, Carson City, Nev. 89701, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 68-5497; Filed, May 7, 1968;
8:48 a.m.]

[Notice 497]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

MAY 3, 1968.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 35484 (Deviation No. 18). VIKING FREIGHT COMPANY, 205 West Wacker Drive, Chicago, Ill., filed April 29, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: From junction U.S. Highway 40 and Interstate Highway 57 (at or near Effingham, Ill.), over Interstate Highway 57 to junction Illinois Highway 16 (at or near Mattoon, Ill.), thence over Illinois Highway 16 to junction U.S. Highway 150 (at or near Paris, Ill.), thence over U.S. Highway 150 to junction U.S. Highway 40 (at or near Terre Haute, Ind.), and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: Between junction U.S. Highway 40 and Interstate Highway 57 and Terre Haute, Ind., over U.S. Highway 40.

No. MC 48958 (Deviation No. 17). ILLINOIS-CALIFORNIA EXPRESS, INC., 510 East 51st Avenue, Denver, Colo. 80216, filed April 23, 1968. Carrier's representative: Roger Sollenbarger, same address as applicant. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Denver, Colo., over Interstate Highway 70, approximately 10 miles west of St. Louis, Mo., thence over Interstate Highway 270 to junction Interstate Highway 55, approximately 3 miles northeast of Troy, Ill., thence over Interstate Highway 55 to Chicago, Ill., and (2) from Colorado Springs, Colo., over U.S. Highway 24 to Limon, Colo., thence over Interstate Highway 70 to

junction Interstate Highway 270 approximately 10 miles west of St. Louis, Mo., thence over Interstate Highway 270 to junction Interstate Highway 55 approximately 3 miles northeast of Troy, Ill., thence over Interstate Highway 55 to Chicago, Ill., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Denver, Colo., over U.S. Highway 85 to Greeley, Colo., thence over U.S. Highway 34 to Brush, Colo., thence over U.S. Highway 6 to Sterling, Colo., thence over U.S. Highway 138 to junction U.S. Highway 30, thence over U.S. Highway 30 to junction Alternate U.S. Highway 30, thence over Alternate U.S. Highway 30, to Chicago, Ill., (2) from Denver, Colo., over U.S. Highway 6 to junction U.S. Highway 34 east of Wiggins, Colo., and (3) from Los Angeles, Calif., over U.S. Highway 66 via San Bernardino, Calif., to Albuquerque, N. Mex., thence over U.S. Highway 85 to Denver, Colo. (also from junction U.S. Highway 85 and unnumbered highway about 3 miles south of Greenhorn, Colo., over unnumbered highway to Crow, Colo., thence over Colorado Highway 165 to junction U.S. Highway 85 north of Crow; also from junction U.S. Highway 85 and Colorado Highway 105 approximately one-half mile south of Monument, Colo., over Colorado Highway 105 to Palmer Lake, Colo., thence over Colorado Highway 393 to junction U.S. Highway 85, approximately 1½ miles north of Larkspur, Colo.), and return over the same routes.

No. MC 52709 (Deviation No. 22), RINGSBY TRUCK LINES, INC., 3201 Ringsby Court, Denver, Colo. 80216, filed April 23, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Denver, Colo., over U.S. Highway 36 to junction U.S. Highway 77 at Marysville, Kans., thence over authorized route U.S. Highway 36 to St. Joseph, Mo., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Denver, Colo., over U.S. Highway 6 to junction U.S. Highway 136 (formerly Nebraska Highway 3), thence over U.S. Highway 136 via Oxford, Nebr., to Beatrice, Nebr., thence over U.S. Highway 77 to Marysville, Kans., thence over U.S. Highway 36 to St. Joseph, Mo., and return over the same route.

No. MC 59583 (Deviation No. 26), THE MASON & DIXON LINES, INCORPORATED, Post Office Box 969, Kingsport, Tenn. 37662, filed April 29, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Richmond, Va., and Louisville, Ky., over Interstate Highway 64, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From

Richmond, Va., over U.S. Highway 60 to junction Virginia Highway 24, thence over Virginia Highway 24 to Appomattox, Va., thence over U.S. Highway 460 to Roanoke, Va., thence over U.S. Highway 11 to Bristol, Tenn., thence over U.S. Highway 11W to Bean Station, Tenn., thence over U.S. Highway 25E to Corbin, Ky., thence over U.S. Highway 25 to Mount Vernon, Ky., thence over U.S. Highway 150 via Stanford, Ky., to Danville, Ky., thence over U.S. Highway 127 (formerly Kentucky Highway 35), to Alton Station, thence over Kentucky Highway 151 to Graefenburg, Ky., thence over U.S. Highway 60 to Louisville, Ky., and return over the same route.

No. MC 59680 (Deviation No. 60), STRICKLAND TRANSPORTATION CO., INC., Post Office Box 5689, Dallas, Tex. 75222, filed April 24, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Cleveland, Ohio, over Interstate Highway 77 to junction Interstate Highway 80 (Ohio Turnpike), thence over Interstate Highway 80 to junction Interstate Highway 80S, thence over Interstate Highway 80S to the Ohio-Pennsylvania State line, thence over Interstate Highway 80S (Pennsylvania Turnpike) to junction Interstate Highway 76 (Pennsylvania Turnpike), thence over Interstate Highway 76 to Philadelphia, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Cleveland, Ohio, over U.S. Highway 21 to the Ohio Turnpike, thence over the Ohio Turnpike to the Pennsylvania Turnpike, thence over the Pennsylvania Turnpike to the New Jersey Turnpike, thence over the New Jersey Turnpike to Newark, N.J., thence over U.S. Highway 9 to junction New Jersey Highway 34, thence over New Jersey Highway 34 to junction New Jersey Highway 79, thence over New Jersey Highway 79 to junction U.S. Highway 9, thence over U.S. Highway 9 to junction New Jersey Highway 72, thence over New Jersey Highway 72 to junction New Jersey Highway 70, thence over New Jersey Highway 70 to Camden, N.J., thence by bridge to Philadelphia, Pa., and return over the same route.

No. MC 59680 (Deviation No. 61), STRICKLAND TRANSPORTATION CO., INC., Post Office Box 5689, Dallas, Tex. 75222, filed April 24, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Memphis, Tenn., over Interstate Highway 40 to Knoxville, Tenn., thence over Interstate Highway 81 to Harrisburg, Pa., thence over Interstate Highway 76 to Philadelphia, Pa., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Memphis, Tenn., over U.S. Highway 63 via Turrell, Ark., to Jonesboro, Ark., thence over Ar-

kansas Highway 1 to Paragould, Ark., thence over Arkansas Highway 25 to the Arkansas-Missouri State line, thence over Missouri Highway 84 to Hayti, Mo., thence over U.S. Highway 61 to Cape Girardeau, Mo., thence across the Mississippi River to junction Illinois Highway 146, thence over Illinois Highway 146 to junction Illinois Highway 3, thence over Illinois Highway 3 to Red Bud, Ill., thence over Illinois Highway 159 to Belleville, Ill., thence over Illinois Highway 13 to East St. Louis, Ill., thence over U.S. Highway 66 to junction Illinois Highway 48, thence over Illinois Highway 48 to junction U.S. Highway 54, thence over U.S. Highway 54 via Onarga and Gilman, Ill., to junction U.S. Highway 24, thence over U.S. Highway to Napoleon, Ohio, thence over U.S. Highway 6 to Lorain, Ohio, thence over Ohio Highway 57 to junction Ohio Highway 254, thence over Ohio Highway 254 to Cleveland, Ohio, thence over U.S. Highway 21 to the Ohio Turnpike, thence over the Ohio Turnpike to the Pennsylvania Turnpike, thence over the Pennsylvania Turnpike to the New Jersey Turnpike, thence over the New Jersey Turnpike to Newark, N.J., thence over U.S. Highway 9 to junction New Jersey Highway 34, thence over New Jersey Highway 34 to junction New Jersey Highway 79, thence over New Jersey Highway 79 to junction U.S. Highway 9, thence over U.S. Highway 9 to junction New Jersey Highway 72, thence over New Jersey Highway 72 to junction New Jersey Highway 70, thence over New Jersey Highway 70 to Camden, N.J., thence by bridge to Philadelphia, Pa., and return over the same route.

No. MC 61440 (Deviation No. 13), LEE WAY MOTOR FREIGHT, INC., 3000 West Reno, Post Office Box 82488, Oklahoma City, Okla. 73108, filed April 25, 1968. Carrier's representative: Richard H. Champlin, same address as applicant. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Effingham, Ill., over Interstate Highway 70 to junction Interstate Highway 57, thence over Interstate Highway 57 to junction Illinois Highway 16 near Mattoon, Ill., thence over Illinois Highway 16 to junction U.S. Highway 150 at or near Paris, Ill., thence over U.S. Highway 150 to Terre Haute, Ind., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Lima, Ohio, over U.S. Highway 25 to Wapakoneta, Ohio, thence over U.S. Highway 33 to St. Marys, Ohio, thence over Ohio Highway 29 to the Ohio-Indiana State line, thence over Indiana Highway 67 to Indianapolis, Ind., thence over U.S. Highway 40 to St. Louis, Mo., and return over the same route.

No. MC 69116 (Deviation No. 34), SPECTOR FREIGHT SYSTEM, INC., 205 West Wacker Drive, Chicago, Ill., filed April 29, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with

certain exceptions, over a deviation route as follows: From junction U.S. Highway 40 and Interstate Highway 57 (at or near Effingham, Ill.), over Interstate Highway 57 to junction Illinois Highway 16 (at or near Mattoon, Ill.), thence over Illinois Highway 16 to junction U.S. Highway 150 (at or near Paris, Ill.), thence over U.S. Highway 150 to junction U.S. Highway 40 (at or near Terre Haute, Ind.), and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: Between junction U.S. Highway 40 and Interstate Highway 57 and Terre Haute, Ind., over U.S. Highway 40.

No. MC 110243 (Deviation No. 1), ROBERTSON MOTOR FREIGHT, INC., 416 Magee Street, Post Office Box 609, Jeanette, Pa. 15644, filed April 23, 1968, amended April 29, 1968. Carrier's representative: Henry M. Wick, Jr., 2310 Grant Building, Pittsburgh, Pa. 15219. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction Ohio Highway 14 and Interstate Highway 80, at or near Interchange No. 13 on Interstate Highway 80 (Ohio Turnpike), over Interstate Highway 80 to junction Interstate Highway 80S, thence over Interstate Highway 80S to junction Interstate Highway 76, thence over Interstate Highway 76 to the Irwin Interchange No. 7 on Interstate Highway 76 (Pennsylvania Turnpike), and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service route as follows: From Cleveland, Ohio, over Ohio Highway 14 to junction unnumbered highway (formerly portion Ohio Highway 14), thence over unnumbered highway via Ravenna, Ohio, to junction Ohio Highway 14, thence over Ohio Highway 14 to junction Alternate Ohio Highway 14, thence over Alternate Ohio Highway 14 to junction Ohio Highway 14, thence over Ohio Highway 14 to junction Ohio Highway 170, thence over Ohio Highway 170 to East Palestine, Ohio, thence over unnumbered highway (formerly portion Ohio Highway 14), to the Ohio-Pennsylvania State line, thence over Pennsylvania Highway 165 to junction Pennsylvania Highway 51, thence over Pennsylvania Highway 51 to junction unnumbered highway (formerly portion Pennsylvania Highway 51), thence over unnumbered highway via Darlington, Pa., to junction Pennsylvania Highway 51, thence over Pennsylvania Highway 51 to junction unnumbered highway, thence over unnumbered highway to junction Pennsylvania Highway 588, thence over Pennsylvania Highway 588 to Beaver Falls, Pa., thence over Pennsylvania Highway 18 to Rochester, Pa., thence over Pennsylvania Highway 51 to Pittsburgh, Pa., and

(2) From Cleveland, Ohio, over U.S. Highway 422 to Youngstown, Ohio,

thence over Ohio Highway 7 to junction Ohio Highway 14, thence over Ohio Highway 14 to junction Ohio Highway 170, thence over Ohio Highway 170 to East Palestine, Ohio, thence over unnumbered highway (formerly portion Ohio Highway 14) to the Ohio-Pennsylvania State line, thence over Pennsylvania Highway 51 to junction unnumbered highway (formerly portion Pennsylvania Highway 51), thence over unnumbered highway via Darlington, Pa., to junction Pennsylvania Highway 51, thence over Pennsylvania Highway 51 to junction Pennsylvania Highway 68, thence over Pennsylvania Highway 68 to Rochester, Pa., thence over Pennsylvania Highway 65 to Pittsburgh, Pa., and return over the same routes.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 68-5498; Filed, May 7, 1968;
8:48 a.m.]

[Notice 1177]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

MAY 3, 1968.

The following publications are governed by Special Rule 1.247 of the Commission's rules of practice, published in the *FEDERAL REGISTER*, issue of April 20, 1966, which became effective May 20, 1966.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING MOTOR CARRIERS OF PROPERTY

No. MC 110525 (Sub-No. 863) (Republication), filed April 1, 1968, published in *FEDERAL REGISTER* issue of April 18, 1968, and republished this issue. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, Downingtown, Pa. 19335. Applicant's representatives: Leonard A. Jaskiewicz, Madison Building, 1155 15th Street NW., Washington, D.C. 20005, and Edwin H. Van Deusen (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry chemicals*, in bulk, in tank or hopper-type vehicles, from New York, N.Y., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia. Note: This republication is to reflect the hearing information.

HEARING: June 6, 1968, at the Offices of the Interstate Commerce Commission,

Washington, D.C., before Examiner George P. Morin.

No. MC 83539 (Sub-No. 201) (Republication), filed November 21, 1968 published *FEDERAL REGISTER* issue of December 8, 1966, and republished this issue. Applicant: C & H TRANSPORTATION CO., INC., 1935 West Commerce Street, Dallas, Tex. 75222. Applicant's representative: W. T. Brunson, 419 Northwest Sixth Street, Oklahoma City, Okla. 73102. In the above-entitled proceeding, the examiner recommended the granting to applicant a certificate of public convenience and necessity, authorizing operation in interstate or foreign commerce as a common carrier by motor vehicle, over irregular routes, of the commodities, to, and from points substantially as indicated below. A decision and order of the Commission, Review Board No. 4, dated February 15, 1968, and served February 29, 1968, as modified, finds that the present and future public convenience and necessity require operation by applicant as a common carrier by motor vehicle, in interstate or foreign commerce, over irregular routes, of *land clearing, agricultural, construction, and industrial machinery*, designed for use in conjunction with crawler tractors and large wheel type tractors, and *parts and attachments*, for the above-named commodities, from Cedartown, Ga., to points in the United States, except those in Alaska, Hawaii, Georgia, Alabama, Florida, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virginia, Maryland, Pennsylvania, New Jersey, New York, Massachusetts, and Rhode Island, restricted against (1) the transportation of traffic destined to points in Canada, and (2) any tacking or joinder with carrier's presently held authority for the purpose of performing a through transportation service; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the *FEDERAL REGISTER* and issuance of a permit in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 108046 (Sub-No. 5) (Republication), filed October 5, 1967, published in the *FEDERAL REGISTER* issue of October 26, 1967, and republished this issue. Applicant: CURATOLA BROS. TRUCKING, INC., 142-82 Rockaway Boulevard, South Ozone Park, N.Y. 11436. Applicant's representative: Edward M. Alfano, 2 West 45th Street, New York, N.Y. 10036.

By application filed October 5, 1967, applicant seeks a permit authorizing operations, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of aluminum ladders, set up and loose, from and to points indicated below; and return shipments of aluminum ladders, on return. A report and order of the Commission, Operating Rights Board, served April 17, 1968, finds that operation by applicant, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of (1) aluminum ladders, from Amityville, N.Y., to points in Illinois, Indiana, Michigan, and Ohio, and (2) returned shipments of aluminum ladders, from the destination points specified in (1) above, to Amityville, N.Y., under a continuing contract with American Ladder Corp., of Amityville, N.Y., will be consistent with the public interest and the national transportation policy; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 111375 (Sub-No. 26) (Republication), filed September 13, 1967, published FEDERAL REGISTER issue of October 5, 1967, and republished this issue. Applicant: PIRKLE REFRIGERATED FREIGHT LINES, INC., 3567 Barnard Avenue, Cudahy, Wis. 53203. Applicant's representative: William C. Dineen, 710 North Plankinton Avenue, Milwaukee, Wis. 53203. By application filed September 13, 1967, applicant seeks a certificate of public convenience and necessity authorizing operation in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes of yeast and allied bakery products, from Milwaukee, Wis., to Billings, Butte, and Missoula, Mont. An order of the Commission, Operating Rights Board dated March 7, 1968, and served March 20, 1968, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes of yeast and bakery ingredients, from Milwaukee, Wis., to Billings, Butte, and Missoula, Mont.; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon

the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings of this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file an appropriate petition for leave to intervene in this proceeding.

No. MC 129601 (Republication), filed December 18, 1967, published in the FEDERAL REGISTER issue of January 18, 1968, and republished this issue. Applicant: THE WESER CAR COMPANY, a corporation, 1108 Mary Street, Parkersburg, W. Va. 26101. Applicant's representative: George P. Sovick, Jr., 809 Kanawha Valley Building, Charleston, W. Va. 25301. By application filed December 18, 1967, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes of the commodities, between the points indicated below, but restricted to shipments that, because of size or weight, cannot be handled by air carriers serving the Parkersburg, W. Va., airport and restricted to commodities having an immediate prior or subsequent movement by aircraft. A report and order of the Commission, Operating Rights Board, served April 22, 1968, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, of general commodities (except commodities of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) between the airport at Parkersburg, W. Va., on the one hand, and, on the other hand, points in Athens, Meigs, Monroe, and Washington Counties, Ohio, and Calhoun, Jackson, Pleasants, Ritchie, Roane, Tyler, Wirt, and Wood Counties, W. Va.; and

(2) Between points in Athens, Meigs, Monroe, and Washington Counties, Ohio, and points in Calhoun, Jackson, Pleasants, Ritchie, Roane, Tyler, Wirt, and Wood Counties, W. Va., on the one hand, and, on the other hand, the Greater Pittsburgh Airport, in Moon Township, Allegheny County, Pa., Washington National Airport, in Arlington County, Va., Dulles International Airport, in Fairfax and Loudoun Counties, Va., Friendship International Airport, in Anne Arundel County, Md., Cincinnati Municipal Airport, in Lunken Field in Hamilton County, Ohio, Greater Cincinnati Airport, in Boone County, Ky., and Columbus Municipal Airport, in Franklin County, Ohio, and Kanawha County Airport, Charleston, W. Va., restricted in (1) and (2) above to the transportation of traffic having an immediate prior or subsequent movement by aircraft; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Com-

merce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

NOTICE OF FILING OF PETITIONS

No. MC 30451, (Sub-No. 22) (Notice of Filing of Petition to Modify Permit), filed April 15, 1968. Petitioner: LUPER TRANSPORTATION COMPANY, 350 East 21st Street, Wichita, Kans. 67214. Applicant's representative: James F. Miller, Medical and Professional Building, 7501 Mission Road, Shawnee Mission, Kans. Petitioner states it holds authority in No. MC 30451 (Sub-No. 22) authorizing the transportation, over irregular routes of: Meats, meat products and meat byproducts, dairy products, and articles distributed by meat packing-houses, as described in sections A, B, and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Wichita, Kans., to points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee (except Memphis, Tenn.), with no transportation for compensation on return except as otherwise authorized, limited to a transportation service to be performed, under a continuing contract or contracts, with Cudahy Packing Co. of Wichita, Kans., and Sunflower Packing Co., of Wichita, Kans. By the instant petition, petitioner seeks to add an additional shipper with whom it may enter into a continuing contract. Said shipper is the Excel Packing Co., of Wichita, Kans. Any interested person desiring to participate, may file an original and six copies of his written representations, views, or arguments in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 41404 (Sub-No. 58) (Notice of Filing of Petition for the Removal of a Restriction From a Certificate of Public Convenience and Necessity), filed March 28, 1968. Petitioner: ARGO-COLLIER TRUCK LINES CORPORATION, Post Office Box 440, Fulton Highway, Martin, Tenn. 38237. Petitioner's representative: Tom D. Copeland (same address as above). Petitioner states it presently holds a certificate in No. MC 41404 (Sub-No. 58), issued January 6, 1966, authorizing the transportation, over irregular routes, of boxes and crates, from Fernwood, Hazlehurst, Magnolia, McComb, and Picayune, Miss., to points in Avouelles, Evangeline, Lafayette, Pointe Coupee, St. Landry, and St. Martin Parishes, La., with no transportation

for compensation on return except as otherwise authorized, and restricted to a transportation service to be performed between June 1 and November 30 of each year. Petitioner further states that shipping patterns have now changed and require service by Petitioner for the full 12 months of each year rather than the 6 months as now authorized under said certificate. Petitioner states that the instant petition is filed at the request of both shipper(s) and receivers who supported the original application of the authority sought in the MC 41404 Sub 58 proceeding, and that the purpose of this filing is to seek to have the said restriction removed in order to provide service throughout the entire year. Any interested person desiring to participate may file an original and six copies of his written representations, views or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 46421 and No. MC 46421 (Sub-No. 9) (Notice of Filing for Petition for Modification of Certificate), filed March 25, 1968. Petitioner: ESCRO STORAGE & CARTAGE, INC., 360 Dingens Street, Buffalo, N.Y. 14206. Petitioner's representative: Charles H. Trayford, 137 East 36th Street, New York, N.Y. 10016. Petitioner seeks modification of that portion of its certificate in No. MC 46421, which reads as follows: *Meats, meat products, and meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in appendix I to the Commission's report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, in vehicles equipped for mechanical refrigeration, from Buffalo, N.Y., to Sayre and Towanda, Pa., and points in Broome, Chemung, Cortland, Oneida, Onondaga, Ontario, and Steuben Counties, N.Y., except those within 75 miles of Buffalo, limited to a service for the transportation of such commodities which have had an immediately prior movement in rail pool cars, with no transportation for compensation on return except as otherwise authorized. By this same petition, petitioner also seeks modification of that portion of its certificate in No. MC 46421 (Sub-No. 9), which reads as follows: *Meats, meat products, meat byproducts, dairy products, and articles distributed by meat packinghouses*, as described in sections A, B, C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Elmira, N.Y., to points in Allegany, Broome, Cayuga, Chemung, Chenango, Cortland, Livingston, Madison, Onondaga, Ontario, Schuyler, Seneca, Steuben, Tioga, Tompkins, Wayne, and Yates Counties, N.Y., and Bradford, Clinton, Columbia, Lackawanna, Lycoming, Montour, Potter, Sullivan, Susquehanna, Tioga, and Wyoming Counties, Pa., with no transportation for compensation on return, except as otherwise authorized.

Restriction: The operations authorized herein are restricted to traffic having an immediately prior movement by rail. By the instant petition, petitioner requests that the above portion in No. MC

46421, reading: " * * * limited to a service for the transportation of such commodities which have had an immediately prior movement in rail pool cars * * * " be amended to read: " * * * limited to a service for the transportation of such commodities which have had an immediately prior movement in interstate or foreign commerce, * * * ". Petitioner also requests that the restriction in No. MC 46421 (Sub-No. 9) reading, "The operations authorized herein are restricted to traffic having an immediately prior movement by rail" be amended to read "limited to a service for the transportation of such commodities which have had an immediately prior movement in interstate or foreign commerce." Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 82122 (Notice of Filing of Petition for Waiver of Rule 1.101(e); for Reconsideration, Modification, and Correction of Grandfather Authority Herebefore Issued in MC 82122), filed March 13, 1968. Petitioner: THE SMEDLEY COMPANY, a corporation, 2 Poplar Street, New Haven, Conn. 06513. Petitioner's representative: Paul J. Goldstein, 109 Church Street, New Haven, Conn. Petitioner presently holds a certificate in No. MC 82122, a portion of which authorizes the transportation of uncrated heavy machinery and store and factory equipment requiring specialized handling or rigging because of size or weight, between points in Connecticut, on the one hand, and, on the other, points in New York, Massachusetts, New Jersey, Pennsylvania, and Rhode Island. Said authority is held as a result of a "grandfather" application dated February 7, 1936. Petitioner states a question has arisen as to whether or not the present certificate as issued permits Petitioner to perform a complete heavy-hauling service and some shippers have raised such question. Petitioner states it is doubtful as to the propriety of continuing its historical heavy-hauling operations under the commodity description "heavy machinery" as presently interpreted. By the instant petition, Petitioner requests modification and clarification of its present certificate in MC 82122, and that portion now reading "uncrated heavy machinery and store and factory equipment requiring specialized handling or rigging because of size or weight", to read: "commodities, the transportation of which because of size or weight requires the use of special equipment, and of related machinery parts and related contractor's materials and supplies when their transportation is incidental to the transportation of commodities which by reason of size or weight require the use of special equipment." Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 111397 (Sub-No. 78) (Notice of Filing of Petition To Amend or Modify Certificate of Public Convenience and Necessity), filed April 10, 1968. Petitioner: DAVIS TRANSPORT, INC., 1345 South Fourth Street, Paducah, Ky. 42001. Petitioner's representative: Herbert S. Melton, Jr., Box 1284, Paducah, Ky. 42001. Petitioner states it presently holds a certificate issued July 11, 1967, in MC 111397 Sub-No. 78, authorizing the transportation, over irregular routes, of absorbant clay, in bags, from the plantsite of Tennessee Absorbant Clay Co., of Paris, Tenn., to points in Arkansas, Illinois, Indiana, Kentucky, Louisiana, Michigan, Missouri, Ohio, Oklahoma, Pennsylvania, and Tennessee, with no transportation for compensation on return except as otherwise authorized. Applicant further states that on August 21, 1967, the business and plantsite of Tennessee Absorbant Clay Co. was acquired by Southern Clay Co., Inc., and petitioner continued to serve the said plantsite until the latter part of January, 1968, when Southern Clay Co., Inc., terminated shipping procedures at the said plantsite, and, for its own purposes and to eliminate duplication, has now combined the operation with its own plant facilities located about 300 to 400 feet from the previous plantsite location which was served by petitioner. Petitioner states the purpose of the instant petition is to seek to amend its certificate in MC 111397 (Sub-No. 78) to reflect the change in plantsite location, to read, "absorbant clay, in bags, from the plantsite of Southern Clay Co., Inc., of Paris, Tenn., to points in Arkansas, Illinois, Indiana, Kentucky, Louisiana, Michigan, Missouri, Ohio, Oklahoma, Pennsylvania, and Tennessee, with no transportation for compensation on return except as otherwise authorized". Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 114301 (Sub-No. 43) (Notice of Filing of Petition for Waiver of Rule 1.101(e), Reconsideration and Modification of Certificate), filed December 15, 1967. Petitioner: DELAWARE EXPRESS CO., a corporation, Elkton, Md. Petitioner's representative: Chester A. Zyblut, 1522 K St. NW., Washington, D.C. 20005. Petitioner states it presently holds a certificate of public convenience and necessity in MC 114301 (Sub-No. 43), issued August 5, 1966, authorizing operations as a common carrier, by motor vehicle, over irregular routes, in the transportation of dry animal feed ingredients and dry poultry feed ingredients, both in bags (except lime, limestone, and products thereof, crushed or ground), between points in Delaware, Maryland, Pennsylvania, Virginia, West Virginia, the District of Columbia, and that part of New Jersey north or west of a line beginning at the Delaware Memorial Bridge, near Wilmington, Del., and extending along the New Jersey Turnpike to junction New Jersey Highway 33, and thence along New

Jersey Highway 33 to the Atlantic Ocean at Neptune, N.J. (except points in Sussex, Morris, Bergen, Hudson, Essex, and Union Counties, N.J.). Restricted against the transportation (1) of such commodities from points in the commercial zones of Allentown, Nazareth, and Philadelphia, Pa., (2) fishmeal, from points in Northumberland, Richmond, Westmoreland, and Lancaster Counties, Va., (3) crabmeal from points in the commercial zones, of Honga and Marion, Md., to points in the commercial zone of Harrisburg, Pa., (4) fishmeal and fishmeal products, (a) from points in the commercial zone of Lewes, Del., to points in the commercial zone of Orefield, Pa., and (b) from points in the commercial zone of Port Monmouth, N.J., to points in Pennsylvania and to points in the commercial zones of Baltimore, Frederick, and Hagerstown, Md. Petitioner further states that since the issuance of the said certificate a question has been raised recently by a shipper located at Camden, N.J., who is desirous of using petitioner's service on bag shipments of dicalcium phosphate, whether or not petitioner could originate the traffic thereat in view of the restriction which precludes traffic from points in the commercial zones of Allentown, Nazareth, and Philadelphia, Pa. Petitioner states that it has been under the belief it could render this service because of the issues involved in the application seeking the authority in MC 114301 (Sub-No. 43), which included an amendment acceptable to both applicant and protestants. Petitioner states the purpose of the instant petition is to seek to reopen the proceeding for reconsideration and correction of the said certificate by deleting the phrase "points in the commercial zones of" contained therein under Item (1) of the said restriction. Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH IS TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 99127 (Sub-No. 3), filed November 13, 1967. Applicant: SHIPPERS EXPRESS COMPANY, a corporation, 280 Martin Avenue, Santa Clara, Calif. 95050. Applicant's representative: R. Frederic Fisher, 311 California Street, San Francisco, Calif. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: (A) General commodities (except automobiles, trucks, or buses, commodities of unusual value, livestock, uncrated used household goods as defined by the Commission, and commodities in bulk): Part I—(1) Between the San Francisco Bay territory as described in Appendix I hereto and the Los Angeles Basin Territory as described in Appendix II hereto: (a) from the San Francisco Bay territory over U.S. Highway 101 or 101 Alternate to the Los Angeles Basin territory, and re-

turn over the same routes, (b) from the San Francisco Bay territory over U.S. Highway 101 or 101 Alternate to junction California Highway 118; thence over California Highway 118 to the Los Angeles Basin territory, and return over the same routes. With service between the aforesaid territories all intermediate points on the aforesaid highways and points within 10 miles of the aforesaid highways and Vandenberg Air Force Base as off-route points. Part II—(1) Between the San Francisco Bay territory as described in Appendix I hereto and the Los Angeles Basin territory as described in Appendix II hereto:

(a) From the San Francisco Bay territory over U.S. Highway 50 to its junction with California Highway 120; thence over California Highway 120 to its junction with California Highway 99 (formerly U.S. Highway 99); also from U.S. Highway 50 to California Highway 99 (formerly U.S. Highway 99) over State Highway 33 from its junction with U.S. Highway 50 to Vernalis, and thence over State Highway 132 to California Highway 99 (formerly U.S. Highway 99); thence over California Highway 99 to its junction with Interstate Highway 5 south of Bakersfield; thence over Interstate Highway 5 to the Los Angeles Basin territory, and return over the same routes. (b) From the San Francisco Bay territory over U.S. Highway 101 to Gilroy; thence over California Highway 152 to its junction with California Highway 99 (formerly U.S. Highway 99), at Califa; thence over California Highway 99 (formerly U.S. Highway 99) to its junction with Interstate Highway 5 south of Bakersfield; thence over Interstate Highway 5 to the Los Angeles Basin territory, and return over the same route. With service (1) between the aforesaid territories and, all intermediate points on the above-authorized portions of California Highway 99 (formerly U.S. Highway 99), and points within 10 miles of the above-authorized portions of California Highway 99 (formerly U.S. Highway 99), as off-route points; and (2) between the Los Angeles Basin territory, and all intermediate points on the above-authorized portions of California Highway 120, U.S. Highway 50, and California Highway 152, and points within 10 miles of the above-authorized portions of California Highway 120, U.S. Highway 50, and California Highway 152, as off-route points.

Part III—(1) Between the Sacramento territory as defined in Appendix III hereto and the Los Angeles Basin territory as defined in Appendix II hereto: (a) From the Sacramento territory over California Highway 99 (formerly U.S. Highway 99), to its junction with Interstate Highway 5 south of Bakersfield; thence over Interstate Highway 5 to the Los Angeles Basin territory, and return over the same route. (b) From the Sacramento territory over U.S. Highway 50 to the San Francisco Bay territory; also over California Highway 99 (formerly U.S. Highway 99), from the Sacramento territory to its junction with California Highway 120 and thence over California Highway 120 to its junction with U.S. Highway 50; thence over U.S.

Highway 50 to the San Francisco Bay territory; thence from the San Francisco Bay territory as provided in Parts I and II above to the Los Angeles Basin territory, and return over the same routes. With service (1) between the aforesaid territories and all intermediate points on the above-authorized portions of California Highway 99 (formerly U.S. Highway 99). Interstate Highway 5 south of its junction with California Highway 99 (formerly U.S. Highway 99) near Bakersfield, and U.S. Highway 101, south of the San Francisco Bay territory, and points within 10 miles of said highways (and Vandenberg Air Force Base in connection with service over U.S. Highway 101) as off-route points; and (2) between the Los Angeles Basin territory and all intermediate points and on authorized portions of State Highway 120, U.S. Highway 50, and California Highway 152, and points within 10 miles of said highways as off-route points.

Part IV—(1) Between Los Angeles Basin territory as described in Appendix II hereto and the San Diego territory as described in Appendix IV hereto: (a) From the Los Angeles Basin territory over Interstate Highway 5; also over California Highway 1 to the San Diego territory, and return over the same routes. (b) From the Los Angeles Basin territory to the San Diego territory over U.S. Highway 395, and return over the same route. With service between the aforesaid territories and all intermediate points on the above-authorized portions of Interstate Highway 5, U.S. Highway 395, and State Highway 1, and points within 10 miles of said highways as off-route points.

Part V—Service between the points authorized herein may be conducted over the following alternate routes, or any combination of said routes or segments of said routes for operating convenience only: State Highway 12 between its junction with Interstate Highway 80 and its junction with California Highway 99, (formerly U.S. Highway 99); California Highway 17 between its junction with Interstate Highway 80 and its junction with U.S. Highway 101; Interstate Highway 680 between its junction with Interstate Highway 80 and the San Francisco Bay territory; California Highway 84 between its junction with U.S. Highway 50 and its junction with Interstate Highway 680; California Highway 33 between its junction with U.S. Highway 50 and its junction with California Highway 166; California Highway 140 between its junction with California Highway 33 and its junction with California Highway 99; California Highway 180 between its junction with California Highway 33 and its junction with California Highway 99; California Highway 41 between its junction with California Highway 33 and its junction with California Highway 99; California Highway 198 between its junction with California Highway 33 and its junction with California Highway 99; California Highway 46 between its junction with U.S. Highway 101 and its junction with California Highway 99; California Highway 43 between its junction with Interstate Highway 5 and California Highway 99; California Highway 166

between its junction with California Highway 33 and its junction with California Highway 99; Interstate Highways 580 and 5 between their junction with U.S. Highway 50 and the junction of Interstate Highway 5 and California Highway 99 south of Bakersfield; California Highway 132 between its junction with Interstate Highway 5 and Vernalis; Interstate Highway 280 between Daly City and San Jose.

Part VI—(1) Service is not authorized hereby between origins and destinations when both are within any one described territory. (2) Service is authorized between authorized intermediate and off-route points south of the Los Angeles Basin territory (including the San Diego territory) and authorized intermediate and off-route points north of the Los Angeles Basin territory. (3) Service within and through the San Francisco Bay territory, the Sacramento territory, the Los Angeles Basin territory, and the San Diego territory may be performed over any and all highways within each of said territories. (4) The authority contained in Part IV may be combined with the authority contained in either Part I, Part II, or Part III. Part VII—(B) *Frozen fruits and vegetables and empty containers for said commodities*, between points in the San Francisco Bay territory, and points in Ventura County over the highways authorized in Parts I and II hereof. NOTE: Applicant states the purpose of this application is to convert its certificate of registration, MC 99127 Sub No. 2, to a certificate of public convenience and necessity. This application is a matter directly related to Docket No. MC-F-9943, published FEDERAL REGISTER issue of November 22, 1967. If a hearing is deemed necessary, applicant requests it be held at San Francisco and Oakland, Calif.

APPENDIX I

San Francisco Bay territory includes all the city of San Jose and that area embraced by the following boundary:

Beginning at the point the San Francisco-San Mateo County boundary line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of California Highway 82; southerly along an imaginary line 1 mile west of and paralleling California Highway 82 to its intersection with Santa Cruz Avenue; thence southwesterly along Santa Cruz Avenue to its junction with Alameda de Las Pulgas; thence southeasterly along Alameda de Las Pulgas and Junipero Serra Boulevard to Page Mill Road; thence southwesterly along Page Mill Road to California Highway 35; thence southeasterly along California Highway 35, to junction with Skyline Drive, thence southeasterly along Skyline Drive and Black Road to California Highway 17; thence northeasterly along imaginary line to the junction of Shannon Road and Hicks Road; thence northeasterly along Hicks Road to Road G-10; thence easterly along Road G-10 to Road G-8; thence southerly along Road G-8 to California Highway 152; thence easterly along California Highway 152 to and including Gilroy; thence continuing easterly along California Highway 152 to Ferguson Road; thence northerly along Ferguson Road, New Avenue, San Martin Avenue, Center Avenue, and Coyote Hill Road to Anderson Dam; thence northerly along the westerly bank of Anderson Reser-

voir and Las Animas Creek to San Felipe Road; thence northerly along San Felipe Road to Norwood Avenue; thence northeasterly along Norwood Avenue, Mount Pleasant Road and Clayton Road to Mount Hamilton Road; thence northwesterly along Mount Hamilton Road and Alum Rock Road to Penitencia Creek Road; thence westerly along Penitencia Creek Road to Piedmont Road; thence northerly along Piedmont Road to Calaveras Road; thence easterly and northerly along Calaveras Road to Santa Clara County boundary; thence westerly along Santa Clara County boundary to California Highway 238; thence northerly along California Highway 238 over Mission San Jose and Niles to Hayward; thence northerly along Pothill Boulevard to Seminary Avenue;

Thence easterly along Seminary Avenue to Mountain Boulevard; thence northerly along Mountain Boulevard to Snake Road; thence northeasterly along Snake Road to Skyline Boulevard; thence easterly along Skyline Boulevard to Pinehurst Road; thence easterly along Pinehurst Road to Contra Costa County line; thence easterly along Contra Costa County line to Crow Canyon Road; thence easterly along Crow Canyon Road to California Highway 21; thence northerly along California Highway 21 to Diablo Road; thence northeasterly along Diablo Road to North Gate Road; thence northerly along North Gate Road and Oak Grove Road to Ygnacio Valley Road; thence easterly along Ygnacio Valley Road to Clayton Road; thence southeasterly along Clayton Road and Marsh Creek Road to Deer Valley Road; thence northerly along Deer Valley Road and thence Lone Tree Way, thence continuing along imaginary line to Contra Costa County boundary near Antioch, thence westerly along Contra Costa County boundary to Southern Pacific Co. right-of-way at Carquinez Straits Bridge; thence northeasterly along Southern Pacific Co. right-of-way to and including Suisun City; thence easterly along California Highway 12 to junction with Sacramento-Northern Railway right-of-way; thence northeasterly along Sacramento-Northern Railway Co. right-of-way to boundary of the Sacramento territory; thence northerly along Sacramento territory boundary to junction with Road 27; thence westerly along Road 27 to Road 94; thence southerly along Road 94 to Road 29; thence westerly along Roads 29 and 29A to Road 89; thence southerly along Road 89 to and including Winters; thence westerly along California Highway 128; thence southwesterly along California Highway 128 to California Highway 121; thence southwesterly along California Highway 121 to Trancas Street; thence westerly along Trancas Street to California Highway 29; thence southerly along California Highway 29 to junction with California Highways 12 and 121; thence southerly and thence westerly along State Highways 12 and 121 to Napa County line; thence southerly and thence westerly along Napa County line to Sonoma County line; thence southerly along Sonoma County line to Contra Costa County line; thence southwesterly and southerly along Contra Costa County line to San Francisco County line (near Red Rock Island); thence southerly and westerly along San Francisco County line to Pacific Ocean; thence southerly along the shore line of the Pacific Ocean to point of beginning.

APPENDIX II

Los Angeles Basin territory includes the area embraced by the following boundary.

Beginning at the point the Ventura County-Los Angeles County boundary line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects California Highway No. 118, approximately 2 miles west of Chatsworth;

easterly along California Highway No. 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the city of San Fernando; westerly and northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U.S. Highway No. 99; northwesterly along U.S. Highway No. 99 to the corporate boundary of the city of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue and its prolongation to Palm Avenue; westerly along Palm Avenue to La Cadena Drive; southwesterly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to U.S. Highway No. 60; southwesterly along U.S. Highways Nos. 60 and 395 to the county road approximately 1 mile north of Perris; easterly along said county road via Nevo and Lakeview to the corporate boundary of the city of San Jacinto; easterly, southerly, and westerly along said corporate boundary to San Jacinto Avenue; southerly along San Jacinto Avenue to California Highway No. 74; westerly along California Highway No. 74 to the corporate boundary of the city of Hemet; southerly, westerly, and northerly along said corporate boundary to the right-of-way of the Atchison, Topeka & Santa Fe Railway Co.; southwesterly along said right-of-way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the county road intersecting U.S. Highway No. 395, 2.1 miles north of the unincorporated community of Temecula; southerly along said county road to U.S. Highway No. 395; southeasterly along U.S. Highway No. 395 to the Riverside County-San Diego County boundary line; westerly along said boundary line to the Orange County-San Diego County boundary line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shoreline of the Pacific Ocean to point of beginning.

APPENDIX III

Sacramento territory includes the area embraced by the following boundary: Beginning at the point at which U.S. Highway 99 meets State Highway 104; thence northeasterly along Highway 104 to the Sacramento County line; thence northerly along Sacramento County line to the Auburn-Folsom Road; thence northerly along Auburn-Folsom Road and thence Laird Road to Loomis; thence northerly along Humphrey Road and thence Newcastle-Lincoln Road to Lincoln; thence west along the Nicolaus Road to Nicolaus; thence northwest along Drescher Road and thence west along Kirkville Road to State Highway 113; thence south along California Highway 113 to Kentucky Avenue; thence west along Kentucky Avenue to Road 98; thence south along Road 98 and Pedrick Road to its junction with Midway Road; thence east along Midway Road to the Yolo-Solano County line; thence south and east along said county line to the point at which it meets Waukena Road; thence east along imaginary line to Sacramento River Bridge south of Courtland; thence across said bridge to State Highway 160; thence south on State Highway 160 to

the Twin Cities Road; thence east on Twin Cities Road to point of beginning.

APPENDIX IV

San Diego territory includes that area embraced by the following imaginary line starting at the northerly junction of the Coast Highway and Torrey Pines Road (4 miles north of La Jolla); thence easterly to Miramar on State Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U.S. Highway 80; thence southeasterly to Jamul on California Highway 94; thence due south to the international boundary line, west of the Pacific Ocean and north along the coast to point of beginning.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto (49 CFR 1.240).

MOTOR CARRIERS OF PROPERTY

No. MC-F-9710. (Correction) (J. B. MONTGOMERY, INC. — purchase — GREAT WESTERN PACKERS EXPRESS, INC.), published in the April 5, 1967, issue of the FEDERAL REGISTER, on page 5598, and Amendment, published in the October 11, 1967, issue, on page 14136. This correction is to show additional authority which should have been included in the authority sought to be controlled and merged: *Packinghouse products and dairy products, as a common carrier, over irregular routes, from Denver, Colo., to Colorado Springs, and Pueblo, Colo.; from Colorado Springs, Colo., to Pueblo, Colo.*

No. MC-F-10110. Authority sought for control and merger by N & N TRANSPORTATION CO., INC., 239 Clinton Road, North Brunswick, N.J. 08902, of the operating rights and property of CULVERT CARRIERS, INC., 427 National Road, Triadelphia, W. Va. 26059, and for acquisition by CARMINE LUIZZA, also of North Brunswick, N.J., of control of such rights and property through the transaction. Applicants' attorney and representative: William J. Augello, Jr., 2 West 45th St., New York, N.Y. 10036, and Ralph Mayo, 75 Pater-son Street, New Brunswick, N.J. Operating rights sought to be controlled and merged: *Sheet steel and sheet steel products, as a common carrier, over irregular routes, from Yorkville and Martins Ferry, Ohio, and Beechbottom, Follansbee, and Wheeling, W. Va., to Washington, D.C., Baltimore, Md., Philadelphia, Pa., and New York and Buffalo, N.Y. N & N TRANSPORTATION CO., INC. is authorized to operate as a contract carrier in New Jersey, Connecticut, Delaware, Maryland, Massachusetts, New York, Pennsylvania, Rhode Island, Maine, New Hampshire, Vermont, Ohio, West Virginia, Virginia, North Carolina, Texas, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Tennessee, Wisconsin, and the District of Columbia. Application has not been filed*

for temporary authority under section 210a(b).

No. MC-F-10111. Authority sought for purchase by SHAFFER TRUCKING, INC., Post Office Box 418, New Kingstown, Pa. 17072, of a portion of the operating rights of HESS TRUCKING CO., 532 Chestnut Avenue, Hershey, Pa., and for acquisition by DOMER SHAFFER, 506 West Cork Street, Winchester, Va. 22601, of control of such rights through the purchase. Applicants' attorney: James W. Hagar, Post Office Box 432, Harrisburg, Pa. 17108. Operating rights sought to be transferred: *General commodities, except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those commodities which because of size or weight require the use of special equipment, as a common carrier, over irregular routes, between points in Derry Township (Dauphin County), Pa., on the one hand, and, on the other, points in Menallen Township (Adams County), Pa. Restriction: The authority granted herein is restricted against the transportation of commodities having an immediately prior or subsequent movement by air. Vendee is authorized to operate as a common carrier in all States (except Alaska and Hawaii), and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).*

No. MC-F-10112. Authority sought for purchase by BRIGGS TRANSPORTATION CO., 2360 West County Road C, St. Paul, Minn. 55113, of the operating rights and property of PETERSEN & PETERSEN, INC., Post Office Box 1178, Grand Island, Nebr. 68801, and for acquisition by GEORGE E. BRIGGS and MICHAEL P. WARDWELL, both also of St. Paul, Minn., of control of such rights and property through the purchase. Applicants' attorneys: Axelrod, Goodman and Steiner, 39 South La Salle Street, Chicago, Ill. 60603, and Einar Viren, 904 City National Bank Building, Omaha, Nebr. 68102. Operating rights sought to be transferred: *General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Omaha, Nebr., and Scottsbluff, Nebr., serving all intermediate points, and certain off-route points, between Gothenburg, Nebr., and Farnam, Nebr., serving all intermediate points. Vendee is authorized to operate as a common carrier in Minnesota, Illinois, Wisconsin, Iowa, Nebraska, and Indiana. Application has been filed for temporary authority under section 210a(b).*

No. MC-F-10113. Authority sought for purchase by MURAL TRANSPORT, INC., 2900 Review Avenue, Long Island City, N.Y. 11101, of the operating rights of NEW WAY TRANSFER COMPANY, INC., 2557 South Archer Avenue, Chicago, Ill. 60608, and for acquisition by ALEXANDER SHAPIRO, also of Long Island City, N.Y., of control of such rights through the purchase. Applicant's attorney and representative: S. S. Eisen, 140 Cedar Street, New York, N.Y. 10006, and

Sarah Newberger, 2557 South Archer Avenue, Chicago, Ill. 60608. Operating rights sought to be transferred: *Uncrated new furniture, and new store fixtures, and equipment, as a common carrier, over irregular routes, from Omaha, Nebr., Burlington, Iowa, and points in the Chicago, Ill., commercial zone, as defined by the Commission in 1 M.C.C. 673, to Kansas City, Mo.-Kans., uncrated physicians', dentists', and hospital equipment, between Kansas City, Mo.-Kans., and points within 25 miles thereof, between Kansas City, Mo.-Kans., and points within 25 miles thereof, on the one hand, and, on the other, Chicago, Ill., Detroit, Mich., Philadelphia, Pa., and points in Kansas, Nebraska, Iowa, Missouri, Wisconsin, Ohio, and New York; new furniture, new household and office appliances, uncrated and new store fixtures and appliances, uncrated, between points in the Kansas City, Mo.-Kans., commercial zone, as defined by the Commission in Kansas City, Mo.-Kans., commercial zone, 31 M.C.C. 5, and points within 25 miles thereof, on the one hand, and, on the other, points in Missouri, Arkansas, Oklahoma, Kansas, Nebraska, and Iowa; new furniture, new household and office appliances, new store fixtures and appliances, and new floor coverings, uncrated, between points in the Kansas City, Mo.-Kansas City, Kans., commercial zone and points within 25 miles thereof, on the one hand, and, on the other, points in Arizona, California, Colorado, Kentucky, Minnesota, New Mexico, North Dakota, South Dakota, Tennessee, Texas, and West Virginia, from points in the Kansas City, Mo.-Kansas City, Kans., commercial zone, and points within 25 miles thereof, to points in Illinois, Indiana, Michigan, New York, Ohio, Pennsylvania, and Wisconsin;*

New floor coverings, uncrated, between points in Kansas City, Mo.-Kansas City, Kans., commercial zone and points within 25 miles thereof, on the one hand, and, on the other, points in Arkansas, Iowa, Nebraska, and Oklahoma; coin-operated vending machines, uncrated, between Kansas City, Mo., on the one hand, and, on the other, points in Minnesota and those in all States east of a line beginning at Lake Superior and extending along the western boundary of Wisconsin to the Mississippi River and thence along the east bank of the Mississippi River to the Gulf of Mexico; new and used store fixtures, uncrated, between Kansas City, Mo., on the one hand, and, on the other, points in Alabama, Delaware, Florida, Georgia, Idaho, Louisiana, Maryland, Mississippi, Montana, Nevada, New Jersey, North Carolina, Oregon, South Carolina, Utah, Virginia, Washington, Wyoming, and the District of Columbia; dentists' equipment, uncrated, between Kansas City, Mo., on the one hand, and, on the other, points in Washington, Oregon, Idaho, Montana, Colorado, North Dakota, South Dakota, Oklahoma, Texas, Minnesota, Louisiana, California, and Utah; school annuals, uncrated and unboxed, from Kansas City, Mo., to points in Kansas, Oklahoma, and Texas; and

furniture, pianos, electric organs and other musical instruments, home appliances, radios, carpets and rugs, and office and store fixtures and appliances, all uncrated, except such of the named commodities as are included in the term *household goods* as defined by the Commission, between points in Missouri, on the one hand, and, on the other, points in Kansas. Vendee is authorized to operate as a *common carrier* in all points in the United States (except Alaska and Hawaii). Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10115. Authority sought for purchase by J. B. WILLIAMS EXPRESS, INC., 239-259 Norman Avenue, Brooklyn, N.Y. 11222, of the operating rights and property of LEE N. BARNUM, doing business as B. & B. MOTOR EXPRESS, 546 Birch Street, Bristol, Conn., and for acquisition by RUTH KERNER, 908 Hewlett Drive, Valley Stream, N.Y., and JOSEPH GUSKOWSKI, 195 South Middleneck Road, Great Neck, N.Y., of control of such rights and property through the purchase. Applicants' attorneys: Arthur J. Piken, 160-16 Jamaica Avenue, Jamaica, N.Y., and Thomas W. Murrett, 410 Asylum Street, Hartford, Conn. Operating rights sought to be transferred: Under a certificate of registration, in No. MC-97967 Sub-1, covering the transportation of property, as a common carrier, in intrastate commerce, within the State of Connecticut. Vendee is authorized to operate as a *common carrier* in New York, New Jersey, Connecticut, Massachusetts, and Pennsylvania. Application has been filed for temporary authority under section 210a(b). NOTE: MC-95336 Sub-No. 7, is a matter directly related.

No. MC-F-10116. Authority sought for purchase by A.A.A. TRUCKING CORPORATION, 3630 Quaker Bridge Road, Trenton, N.J. 08619, of the operating rights of G. X. GARVEY MOTOR LINES, INC., 131 Barrow Street, New York, N.Y. 10014, and for acquisition by SAMUEL F. BONACCI, ALBERT C. BONACCI, CHARLES A. BONACCI, and NELLO A. BONACCI, all also of Trenton, N.J., of control of such rights through the purchase. Applicants' attorneys and representative: Bowes and Millner, 744 Broad Street, Newark, N.J. 07102, and George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Operating rights sought to be transferred: Under a certificate of registration, in No. MC-98609 Sub 2, covering the transportation of general commodities, as a common carrier in intrastate commerce, within the State of New York. Vendee is authorized to operate as a *common carrier* in New York, Pennsylvania, New Jersey, Delaware, Connecticut, Maryland, Massachusetts, Rhode Island, and the District of Columbia. Application has been filed for temporary authority under section 210a(b). NOTE: MC-3753 Sub 14 is a matter directly related.

No. MC-F-10117. Authority sought for control by C. O. D. E., INC., Post Office Box 16808, Stockyards Station, Denver, Colo. 80216, of (1) NOLTE BROS.

TRUCK LINE, INC., 4734 South 37th Street, Omaha, Nebr. 68107, (2) UTICA TRANSFER, INC., 3963 Walnut, Denver, Colo. 80205, and (3) G. & H. TRUCK LINE, INC., 3963 Walnut, Denver, Colo. 80205, and for acquisition by BYRON RAZNICK and TILLIE RAZNICK, both of 3963 Walnut, Denver, Colo., of control of NOLTE BROS. TRUCK LINE, INC., UTICA TRANSFER, INC., and G. & H. TRUCK LINE, INC., through the acquisition by C. O. D. E., INC. Applicants' attorney: Donald L. Stern, 630 City National Bank Building, Omaha, Nebr. 68102. Operating rights sought to be controlled: (1) *General commodities*, except those of unusual value, classes A and B explosives, household goods, as defined by the Commission, commodities requiring special equipment, and those injurious or contaminating to other lading, as a *common carrier*, over regular routes, between Churdan, Iowa, and Omaha, Nebr., from Churdan, Iowa, to Chicago, Ill., from Chicago, Ill., to Churdan, Iowa, serving all intermediate and off-route points within 25 miles of Churdan, Iowa, with restrictions; *live-stock*, *agricultural products*, *feed*, *agricultural machinery*, *road building machinery*, *flour*, *hardware*, *furniture*, *heating equipment*, and *petroleum products*, in containers, between Auburn, Iowa, and Omaha, Nebr., serving the intermediate and off-route points of Dedham, Iowa, and those within 15 miles of Auburn, Iowa, with restrictions; *malt beverages*, over irregular routes, from Waukesha, Wis., to Carroll, Iowa, with restriction, from St. Louis, Mo., to certain specified points in Iowa, from Milwaukee, Wis., to Carroll, Iowa, with restrictions.

Dry fertilizer and dry fertilizer ingredients, in bulk, and in bags, from Omaha, Nebr., to Lohrville, Iowa, and points within 25 miles of Lohrville, Iowa, from Omaha, Nebr., to points within 15 miles of Auburn, Iowa, not included in the authority next above, with restrictions; *feeds and lumber*, from Omaha, Nebr., to certain specified points in Iowa, with restrictions; *wallpaper*, from Joliet, Ill., to points in the Iowa territory as immediately above, with restrictions; *feeds*, *farm implements and machinery*, *hardware*, *twine*, *roofing*, *materials*, *wire*, *steel fencing and posts*, and *reinforcing steel*, from certain specified points in Illinois, to certain specified points in Iowa, with restrictions; *livestock*, between points in the next above Iowa territory, on the one hand, and, on the other, Chicago, Ill., and Omaha, Nebr., from Lohrville, Iowa, to points within 25 miles thereof, to Omaha, Nebr., with restrictions; *farm implements and machinery*, *feed*, *live-stock*, *petroleum products*, and *paint*, from Omaha, Nebr., to Lohrville, Iowa, and points within 25 miles thereof, with restrictions; *agricultural implements*, from Richmond, Ind., to certain specified points in Iowa, with restrictions; *meats*, *meat products*, and *meat byproducts*, and *articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 (except fats, oils, and tal-

low, in bulk, in tank vehicles), from points in Saunders County, Nebr., to Milwaukee, Wis.

Meats, *meat products*, and *meat byproducts*, and *articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, restricted against the transportation of commodities in bulk, in tank vehicles, and hides, from the plantsite of Swift & Co. at or near Grand Island, Nebr., to Milwaukee and Madison, Wis., certain specified points in Missouri, Gary and Hammond, Ind., and points in Illinois, with restriction, from Mason City, Iowa, to points in Illinois (except Chicago, Ill., and the Chicago, Ill., commercial zone, as defined by the Commission), Indiana (except the Chicago, Ill., commercial zone as defined by the Commission), Missouri, Nebraska, and Wisconsin, with restriction, from Sioux City, Iowa, to points in Illinois (except Chicago and points in its commercial zone, as defined by the Commission), Iowa, Missouri, and Wisconsin, with restriction, from Sioux City, Iowa, and Omaha, Nebr., to points in Illinois (except Chicago, Ill., and points in the commercial zone thereof, as defined by the Commission, and except Rock Island, Moline, and East Moline, Ill.), between points in Saunders County, Nebr., on the one hand, and, on the other, Council Bluffs, Iowa; from the plantsite and storage facilities utilized by Wilson & Co., Inc., at or near Cherokee, Iowa, to Omaha, Nebr., and Milwaukee, Wis., and points in Illinois (except East St. Louis, and points in the East St. Louis, Ill., commercial zone, as defined by the Commission), with restriction; *meats*, *meat products*, and *meat byproducts*, and *articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except (1) hides, and (2) tal-low, in bulk, in tank vehicles), from points in Saunders County, Nebr., to St. Louis, Mo.

Meats, *meat products*, and *meat byproducts*, and *articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from the plantsite of Agar Packing Co. at Monmouth, Ill., to points in that part of Iowa west of U.S. Highway 69, and Nebraska, with restrictions; *meats*, *meat products*, and *meat byproducts*, and *articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides, and except liquid commodities in bulk, in tank vehicles), from points in Saunders County, Nebr., to points in Wisconsin, except Milwaukee, Wis., from points in Saunders County, Nebr., to points in Kentucky; *scrap metal*, from Norfolk, Nebr., to Chicago, Ill., and Kansas City and St. Louis, Mo.; *meats*, *meat products*, and *meat byproducts*, and *articles distributed by meat packinghouses*, as described in

sections A and C of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and liquid in bulk, in tank vehicles), from the plantsite of Platte Valley Packing Co. located in Dawson County, Nebr., to points in that part of Iowa west of U.S. Highway 69, Minnesota, South Dakota, and Wisconsin, with restriction; *iron and steel articles*, as defined by the Commission, from the plantsite of the Bethlehem Steel Corp. at Burns Harbor, Porter County, Ind., to points in Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, and South Dakota, with restriction; *pipe conduit, and tubing* (except oil field commodities as described in *Mercer Extension—Oil Field Commodities*, 74 M.C.C. 459, and except commodities the transportation of which because of size or weight requires special equipment), from Fairbury, Ill., to points in Colorado, Montana, Nebraska, Oklahoma, and Wyoming.

Meats, meat products, and meat by-products, and articles distributed by meat packinghouses, as described in sections A and C of appendix I to the report, in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, except commodities in bulk, in tank vehicles, from the plantsite of Producers Packing Co. near Garden City, Kans., to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin, with restrictions; *iron and steel articles* (except articles which because of size, shape, or weight require the use of special equipment or special handling), from points in Kankakee County, Ill., to points in Nebraska (except Omaha, Nebr.), and points in Kimball, Cheyenne, Gordon, Morrill, Scotts Bluff, Box Butte, Lancaster, Platte, Holt, Adams, Dodge, Buffalo, Dawson, Lincoln, Keith, Deuel, Sioux, Dawes, Sheridan, Cherry, Brown, Rock, Hall, and Madison Counties, Nebr.), with restriction; and *meats, meat products, and meat by-products, and articles distributed by meat packinghouses*, as described in sections A and C of appendix I to the report in *Description in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, except hides, skins, and pieces thereof, from the plantsite or storage facilities utilized by Snyder Packing Co. in Adams County, Nebr., to points in Minnesota, Iowa, Wisconsin, and Illinois, and those in Kansas on and west of U.S. Highway 77, and St. Louis, Mo., with restriction.

(2) *General commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, as a *common carrier*, over regular routes, between Utica, Nebr., and Omaha, Nebr., serving certain intermediate points, between Utica, Nebr., and Wilber, Nebr., serving certain intermediate points and the off-route point of Friend, Nebr., between Utica, Nebr., and Lincoln, Nebr., serving the intermediate point of Tahoma, Nebr., between Utica, Nebr., and Henderson, Nebr., serving York, Nebr.,

and points on U.S. Highway 34 between York and Utica as intermediate points; and *general commodities*, with exceptions as above, over irregular routes, between Utica, Nebr., and points within 15 miles thereof, between Utica, Nebr., and points within 15 miles thereof, on the one hand, and, on the other, points in Nebraska; and (3) *General commodities*, except those of unusual value, high explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those injurious or contaminating to other lading, as a *common carrier*, over regular routes, between Denver, Colo., and Pueblo, Colo., serving the intermediate point of Colorado Springs, Colo., between Pine Bluffs, Wyo., and Denver, Colo., serving the intermediate and off-route points of Greeley, Colo., and points within 20 miles of Pine Bluffs; *general commodities*, with exceptions as above, over irregular routes, between Pine Bluffs, Wyo., and points within 20 miles thereof, on the one hand, and, on the other, Sidney and Scottsbluff, Nebr.; and *meats, meat products, meat byproducts, and dairy products*, as described in sections A and B of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Denver, Colo., to certain specified points in Colorado. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10118. Authority sought for purchase by JOHNSON TRUCK SERVICE, INC., Post Office Box 668, Coos Bay, Oreg., of a portion of the operating rights of FLEGEL TRANSFER CO., Post Office Box 1065, Roseburg, Oreg. 97470, and for acquisition by JEWELL J. JOHNSON and JANET K. JOHNSON, both of 1050 North Juniper, Coos Bay, Oreg., of control of such rights through the purchase. Applicant's attorney: Norman E. Sutherland, 1200 Jackson Tower, Portland, Oreg. 97205. Operating rights sought to be transferred: *Heavy machinery and contractors' equipment* the transportation of which requires the use of special equipment, as a *common carrier*, over irregular routes, between points in Douglas, Coos, and Curry Counties, Oreg., on the one hand, and, on the other, points in Washington. Vendee is authorized to operate as a *common carrier* in Oregon, Washington, and California. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10119. Authority sought for purchase by GRAFF TRUCKING COMPANY, INC., 2110 Lake Street, Kalamazoo, Mich. 49005, of a portion of the operating rights of McDOWELL TRUCK LINE, INC. (MICHAEL M. DAVIS, Debtor-in-Possession), 2310 West 78th Street, Chicago, Ill. 60620, and for acquisition by ESTATE OF THOMAS B. WOODWORTH, SR., U Avenue West, Schoolcraft, Mich., and FREDERICK J. BUCKHOUT, 5803 North 16th Street, Kalamazoo, Mich., of control of such rights through the purchase. Applicants' attorney: John M. Veale, 1 Woodward

Avenue, Detroit, Mich. 48226. Operating rights sought to be transferred: *Paper and paper products*, as a *common carrier*, over irregular routes, from Hamilton, Ohio, to points in that part of Michigan on and south of Michigan Highway 21; and *steel strapping, paper and paper products, and materials and supplies* used in the manufacture and shipping of paper and paper products, from points in that part of Michigan on and south of Michigan Highway 21, to Hamilton, Ohio, with restriction. Vendee is authorized to operate as a *common carrier* in Michigan, Kentucky, Missouri, Iowa, Indiana, Illinois, Ohio, and Wisconsin. Application has been filed for temporary authority under section 210a(b). NOTE: See also MC-F-10105 (SCHNEIDER TRANSPORT & STORAGE, INC.—purchase (portion)—McDOWELL TRUCK LINE, INC. (MICHAEL M. DAVIS, Debtor-in-Possession), published in the May 1, 1968, issue of the FEDERAL REGISTER, on page 6693.

No. MC-F-10114. Authority sought for purchase by NORTH STAR LINE, INC., 341 Ellsworth SW., Grand Rapids, Mich. 49502, of a portion of the operating rights of SHORT WAY LINES, INC., 49 North Erie Street, Toledo, Ohio 43624, and for acquisition by WILLIAM W. POST and JENNIE R. POST, both also of Grand Rapids, Mich., of control of such rights through the purchase. Applicants' attorneys: William B. Elmer, 22644 Gratiot, East Detroit, Mich. 48021, and Donald W. Smith, 511 Fidelity Building, Indianapolis, Ind. 46204. Operating rights sought to be transferred: Passengers and their baggage, and express, newspapers and mail, in the same vehicle with passengers, as a *common carrier*, over regular routes between Markle, Ind., and Jackson, Mich., between Fort Wayne, Ind., and Marshall, Mich., between Waterloo, Ind., and Bryan, Ohio, between Fremont, Ind., and Hillsdale, Mich., between points in Michigan, serving all intermediate points, with restriction; passengers and their baggage, package express, and newspapers, in the same vehicle with passengers, between Lansing, Mich., and junction Michigan Highway 100 and U.S. Highway 16, via U.S. Highway 16; and passengers and their baggage, and express and newspapers in the same vehicle with passengers, between Auburn, Ind., and Garrett, Ind., serving all intermediate points. Vendee is authorized to operate as a *common carrier* in Michigan. Application has not been filed for temporary authority under section 210a(b). NOTE: SHORT WAY LINES, INC., proposes to abandon from its authority all dormant authority to operate in the area which is the subject of this application, after NORTH STAR LINE, INC.'s transfer has been processed.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 68-5499; Filed, May 7, 1968; 8:48 a.m.]

[Notice 602]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MAY 3, 1968.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 340), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 2368 (Sub-No. 15 TA), filed May 1, 1968. Applicant: BRALLEY-WILLET TANK LINES, INC., 200 Stockton Street, Richmond, Va. 23224. Applicant's representative: G. C. Kirkmyer, Jr. (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Lubricating oil*, in bulk, in tank vehicles, from Savannah, Ga., to Richmond, Va., for 180 days. Supporting shipper: Union Oil Co. of California, Pure Oil Division, 200 East Golf Road, Palatine, Ill. 60067. Send protests to: Robert W. Waldron, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 10-502 Federal Building, Richmond, Va. 23240.

No. MC 50002 (Sub-No. 63 TA), filed May 1, 1968. Applicant: T. CLARENCE BRIDGE AND HENRY W. BRIDGE, doing business as BRIDGE BROTHERS, Bridge and Anderson Streets, Box 929, Lamar, Colo. 81052. Applicant's representative: C. Zimmerman, 503 Schwellert Building, Wichita, Kans. 67202. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solution*, in bulk, in tank vehicles, from the Airport storage facilities of Terra Chemicals International, Inc., at Air Park West, located at or near Lincoln, Nebr., to points in Nebraska, Missouri, Kansas, Wyoming, Colorado, and South Dakota, for 120 days. Supporting shipper: Terra Chemicals International, Inc., 507 Sixth Street, Sioux City, Iowa 51101. Send protests to: District Supervisor Herbert C. Ruoff, Interstate Commerce Commission, Bureau of Operations, 2022 Federal Building, Denver, Colo. 80202.

No. MC 57315 (Sub-No. 10 TA), filed May 1, 1968. Applicant: TRI-STATE TRANSPORT, INC., 40 B Street, South Boston, Mass. 02127. Applicant's representative: Frank J. Weiner, 536 Granite Street, Braintree, Mass. 02184. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meats, meat products, and meat byproducts*, except liquid commodities when shipped in bulk, in tank vehicles, as described in section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 309 and 766, from New Haven, Conn., and Boston, Mass., to points in Massachusetts, from New Haven, Conn., to points in Rhode Island; (2) *frozen foods*, from New Haven, Conn., to points in Massachusetts and Rhode Island; from Stratford and West Haven, Conn., to points in Massachusetts, for 180 days. Supporting shipper: New Haven Cold Storage Corp., 1 Brewery Street, New Haven, Conn. 06511. Send protests to: Richard D. Mansfield, District Supervisor, Interstate Commerce Commission, Bureau of Operations, John F. Kennedy Federal Building, Government Center, Boston, Mass. 02203.

No. MC 83539 (Sub-No. 229 TA), filed April 29, 1968. Applicant: C & H TRANSPORTATION CO., INC., 2010 West Commerce Street, Dallas, Tex. 75208, Post Office Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Asbestos cement pipe, conduit and couplings, rings or fittings, and accessories necessary for installation thereof when moving in connection therewith*, from St. Louis, Mo., to points in the United States (except Alabama, Arizona, California, Connecticut, Hawaii, Idaho, Maine, Massachusetts, Missouri, Montana, Nevada, New Hampshire, Oregon, Rhode Island, Utah, Vermont, Washington, and Wyoming), for 180 days. NOTE: Applicant does not intend to tack with existing authority. Supporting shipper: Certain-teed Products Corp., 600 St. Cyr Road, Saint Louis, Mo. Send protests to: E. K. Willis, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 513 Thomas Building, 1314 Wood Street, Dallas, Tex. 75202.

No. MC 111748 (Sub-No. 14 TA), filed April 29, 1968. Applicant: WILLIAMS MOVING & STORAGE CO., INC., Tarkio, Mo. 64491. Applicant's representative: Carl V. Kretsinger, 450 Professional Building, Kansas City, Mo. 64106. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat byproducts; articles distributed by meat packinghouses; and, such commodities as are used by meatpackers in the conduct of their business when destined to and for use by meatpackers*, as described in sections A, C, and D of appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, except liquid commodities, in bulk, in tank ve-

hicles, between the plantsite of Missouri Beef Packers, Inc., at or near Phelps City, Mo., on the one hand, and on the other, the plantsite of Missouri Beef Packers, Inc., at or near Friona, Tex., for 180 days. NOTE: Applicant intends to tack authority here applied for to other authority held by it, at Phelps City, Mo. Supporting shipper: Beef Packers, Inc., Rockport, Mo. Send protests to: H. J. Simmons, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 113828 (Sub-No. 145 TA), filed May 1, 1968. Applicant: O'BOYLE TANK LINES, INCORPORATED, 4848 Cordell Avenue NW., Washington, D.C. 20014. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Helium and Government-owned trailers*, between Washington, D.C., Riverton, N.J., and Hellertown, Pa., for 150 days. Supporting shipper: Military Traffic Management and Terminal Service, NASA Building, Bailey's Cross Roads, Arlington, Va. Send protests to: Robert D. Caldwell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 12th and Constitution Avenue NW., Washington, D.C. 20423.

No. MC 114045 (Sub-No. 317 TA), filed May 1, 1968. Applicant: TRANS-COLD EXPRESS, INC., Post Office Box 5842, Dallas, Tex. 75222, Finley and Belt Line Road, Dallas, Tex. 75240. Applicant's representative: M. L. Beatty (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Bananas, coconuts, and pineapples*, from Gulfport, Miss., to points in Texas, Oklahoma, Kansas, Missouri, Colorado, Iowa, Illinois, Minnesota, Georgia, Tennessee, Ohio, Wisconsin, Indiana, Pennsylvania, Maryland, New York, Massachusetts, Michigan, New Mexico, and Delaware, for 180 days. NOTE: Applicant does not intend to tack with its existing authority. Supporting shipper: Standard Fruit & Steamship Co., Post Office Box 50830, New Orleans, La. 70150. Send protests to: E. K. Willis, Jr., District Supervisor, Interstate Commerce Commission, Bureau of Operations, 513 Thomas Building, 1314 Wood Street, Dallas, Tex. 75202.

No. MC 114734 (Sub-No. 16 TA), filed May 1, 1968. Applicant: D AND J TRANSFER CO., Sherburn, Minn. 56171. Applicant's representative: Richard A. Peterson, 1201 J Street, Post Office Box 806, Lincoln, Nebr. 68501. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Meat byproducts* (except in bulk, in tank vehicles), in vehicles equipped with mechanical refrigeration, from the plantsite of Independent Packing, Inc., a division of Spencer Packing Co., at Minneapolis, Minn., to points in Illinois, Iowa, and Crete, Nebr., for 180 days. Supporting shipper: Independent Packing, Inc., a division of Spencer Packing Co., 209 North Fifth Street, Minneapolis, Minn. 55401. Send protests to: A. N. Spath, District Supervisor, Bureau

of Operations, Interstate Commerce Commission, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 115876 (Sub-No. 16 TA), filed May 1, 1968. Applicant: ERWIN HURNER, 2605 South Riverside Drive, Moorhead, Minn. 56560. Applicant's representative: Alan Foss, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Malt beverages and articles dealt in by wholesale malt beverage distributors*, (1) from St. Louis, Mo., to Portland, N. Dak., and Moorhead, Minn. (2) from Moorhead, Minn., to Portland, N. Dak., and (3) from Minneapolis, Minn., to Portland, N. Dak., for 150 days. Supporting shipper: D-S Beverages, Inc., 324 North 16th Street, Moorhead, Minn. 56560. Send protests to: J. H. Ambs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1621 South University Drive, Room 213, Fargo, N. Dak. 58102.

No. MC 117375 (Sub-No. 7 TA), filed May 1, 1968. Applicant: BRANSON TRUCK LINE, INC., 1309 East Highway 56, Lyons, Kans. 67554. Applicant's representative: Leland M. Spurgeon, 308 Carson Building, Topeka, Kans. 66603. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Clay products*, from Weir, Kans., to points in Arkansas, Missouri, and Oklahoma; from Bridgeport, Bennett, Denton, and Ferris, Tex., to points in Arkansas and Oklahoma; from Harrisonville, Mo., to points in Arkansas, Iowa, Kansas, Oklahoma, and Nebraska; from Clinton, Edmond, Oklahoma City, and Tulsa, Okla., to points in Arkansas and Texas; from Enid, Okla., to points in Arkansas, Kansas, and Texas, for 180 days. Supporting shipper: Acme Brick Co., 2821 West Seventh Street, Fort Worth, Tex. 76101. Send protests to: M. E. Taylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 906 Schweitzer Building, Wichita, Kans. 67202.

No. MC 129054 (Sub-No. 2 TA), filed April 29, 1968. Applicant: GILDER TRUCKING COMPANY, 280 Memorial Drive SE, Atlanta, Ga. 30312. Applicant's representative: Virgil H. Smith, Suite 431, Tottle Building, Atlanta, Ga. 30303. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Composition roofing and roofing materials, asphalt roofing*, in drums and containers, as set forth in appendix A and B, from points in Douglas and Fulton Counties, Ga., to points in that part of Tennessee on and east of a line beginning at the Alabama-Tennessee State line and extending along U.S. Highway 31 to Nashville, Tenn., thence on and east of U.S. Highway 31W to the Tennessee-Kentucky State line, and points in that part of South Carolina and North Carolina on and west of a line beginning at the Georgia-South Carolina State line and extending along U.S. Highway 301 to the North Carolina-Virginia State line, for 180 days. Supporting shippers: Trumbull Asphalt Co., 4775

Frederick Drive NW., Atlanta, Ga. 30331; Cracker Asphalt Corp., Post Office Drawer 775, Douglasville, Ga. 30134; Floyd A. Fry Roofing Co., 4795 Frederick Drive, Atlanta, Ga. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW., Atlanta, Ga. 30309.

No. MC 129742 (Sub-No. 2 TA), filed April 29, 1968. Applicant: TRANS-CANADIAN COURIERS, LTD., 20 Morse Street, Toronto, Ontario, Canada. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Business papers, records, data processing materials, and audit and accounting media of all kinds*, between the ports of entry on the international boundary line between the United States and Canada at or near Niagara Falls and Buffalo, N.Y., on the one hand, and, on the other, Buffalo, N.Y. NOTE: The applicant intends to interline with American Courier Corp., 222-17 Northern Boulevard, Bayside, N.Y. (MC-111729), for through service between Rochester, N.Y., and points in Canada. Temporary authority application filed simultaneously by American Courier Corp., for 150 days. Supporting shipper: Xerox Corp., Rochester, N.Y. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 518 Federal Office Building, 121 Ellicott Street, Buffalo, N.Y. 14203.

No. MC 129819 (Sub-No. 1 TA), filed April 29, 1968. Applicant: MARET GUIGNARD, doing business as GUIGNARO TRUCKING CO., Nyack, N.Y. 10960. Applicant's representative: William D. Traub, 10 East 40th Street, New York, N.Y. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: *Glass bottles*, from Orangeburg, N.Y., to Bronx, N.Y., and *beverages (other than alcoholic)*, from Bronx, N.Y., to Elizabeth and Woodbridge N.Y., and *empty pallets*, on return under contract with Apollo Bottling Co., Inc., for 150 days. Supporting shipper: Apollo Bottling Co., Inc., 450 Timpson Place, New York, N.Y. 10455. Send protests to: Stephen P. Tomany, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 68-5500; Filed, May 7, 1968;
8:49 a.m.]

[Notice 133]

MOTOR CARRIER TRANSFER PROCEEDINGS

MAY 3, 1968.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-70362. By order of April 30, 1968, the Transfer Board approved the transfer to James Fitzgerald and Thomas M. Fitzgerald, a partnership, doing business as The Fitzgerald Co., Indianapolis, Ind., of the operating rights in permit No. MC-127040 (Sub-No. 1), issued July 20, 1967, to James Fitzgerald, Thomas M. Fitzgerald, and Catherine B. Fitzgerald, a partnership, doing business as The Fitzgerald Co., Indianapolis, Ind., authorizing the transportation of malt beverages from Newport, Ky., and Milwaukee, Wis., to Indianapolis, Ind., and nonalcoholic beverages and nonalcoholic beverage preparations from Cincinnati, Ohio, to Indianapolis, Ind., with restrictions. James D. Collins, 802 Board of Trade Building, Indianapolis, Ind. 46204; attorney for applicants.

No. MC-FC-70364. By order of April 30, 1968, the Transfer Board approved the transfer to Smith Bros. Express, Inc., Staten Island, N.Y., of that portion of the operating rights in certificate No. MC-15398 issued September 6, 1966, to New Dorp Transfer & Storage Corp., a corporation, Staten Island, N.Y., authorizing the transportation, over irregular routes, of general commodities, except those of unusual value, classes A and B explosives, household goods, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between points on Staten Island, N.Y., on the one hand, and, on the other, Perth Amboy, N.J., and points in Hudson, Union, Essex, and Bergen Counties, N.J., those in Middlesex County, N.J., north of the Raritan River, and those in Passaic County, N.J., south of a line beginning at Bloomingdale, N.J., and extending east through Pompton Lakes, N.J., to the Passaic-Bergen County line. Robert B. Pepper, 297 Academy Street, Jersey City, N.J. 07306; representative for applicants.

No. MC-FC-70375. By order of April 30, 1968, the Transfer Board approved the transfer to Anthony Charles Moriello, doing business as Middle Hope Cold Storage, Newburgh, N.Y., of a portion of the operating rights in certificate No. MC-123206, issued January 30, 1963, to Lewis Motor Service, Inc., Newburgh, N.Y., authorizing the transportation of food products and advertising material used in the sale and distribution of food products, from New York, N.Y., and Bayonne, N.J., to Newburgh, and Poughkeepsie, N.Y.; and deteriorated food products and empty food product containers, from Newburgh and Poughkeepsie, N.Y., to New York, N.Y., and Bayonne, N.J. Charles H. Trayford, 137

East 36th Street, New York, N.Y. 10016; transportation consultant.

No. MC-FC-70381. By order of April 30, 1968, the Transfer Board approved the transfer to W. D. Leeds Storage Warehouse, Inc., Williamsport, Pa., of (a) the operating rights in certificates Nos. MC-22304 and MC-22304 (Sub-No. 2), issued January 29, 1945, and August 23, 1962, respectively, to G. E. Otto Leeds, doing business as W. D. Leeds Storage Warehouse, Williamsport, Pa., authorizing transportation in interstate or foreign commerce, over irregular routes of doors and millwork, between Williamsport, Pa., on the one hand, and, on the other, points and places in New York, new furniture, between Williamsport, Pa., on the one hand, and, on the other, points and places in New Jersey; radiator covers, boiler jackets, and enclosures for steam equipment and fixtures, between Williamsport, Pa., on the one hand, and, on the other points and places in New York, New Jersey, Connecticut, Maryland, Delaware, and the District of Columbia; and household goods, between Williamsport, Pa., and points and places in Pennsylvania within 25 miles of Williamsport, on the one hand, and, on the other, points and places in Rhode Island, Connecticut, New York, New Jer-

sey, Delaware, Maryland (except points North Carolina, and the District of Columbia, traversing Virginia and West Virginia for operating convenience only; and transportation in interstate or foreign commerce, over irregular routes, of doors, door parts, and accessories, uncrated, between the plantsite of W. D. Crooks & Sons, at Williamsport, Pa., on the one hand, and, on the other, points in Connecticut, Rhode Island, New Jersey, Delaware, Maryland (except points in Maryland on and east of U.S. Highway 11 and on and north of U.S. Highway 40), Virginia, Indiana, North Carolina, West Virginia, Ohio (except points in the Cleveland, Ohio, commercial zone), and the District of Columbia. Charles A. Szybist, 25 West Third Street, Williamsport, Pa. 17701; attorney for applicants.

No. MC-FC-70386. By order of April 30, 1968, the Transfer Board approved the transfer to Billy Lee Campbell, North Platte, Nebr., of the operating rights in certificates Nos. MC-68694 and MC-68694 (Sub-No. 2), issued November 19, 1963, and August 18, 1965, respectively, to Billy Lee Campbell and Shirley C. Campbell, a partnership, doing business as Billy Lee Campbell, North Platte, Nebr., authorizing the transportation of livestock and agricultural products, between Hershey, Nebr., and points in Nebraska

within 50 miles of Hershey, Nebr., on the one hand, and, on the other, points in Colorado; coal, feed, and lumber, from points in Colorado, to points in the above-described Nebraska territory; and livestock feed, from Council Bluffs, Iowa, to points in Arthur, Cherry, Grant, Hooker, Keith, Lincoln, Logan, McPherson, and Thomas Counties, Nebr. R. W. Satterfield, 112 North Dewey Street, North Platte, Nebr. 69101; attorney for applicants.

No. MC-FC-70388. By order of April 30, 1968, the Transfer Board approved the transfer to Middleport Trucking, Inc., Kerhonkson, N.Y., of the operating rights in certificate No. MC-111876 (Sub-No. 2), issued July 8, 1958, to Jerry S. Quick, Napanock, N.Y., authorizing the transportation over irregular routes of (1) fertilizer, in bags, from Carteret and South Kearney, N.J., to Napanock, N.Y., and points within 25 miles thereof; and (2) fertilizer, in bags and other containers, poultry grits, and poultry calicites, from Baltimore, Md., to points within 25 miles of Napanock, N.Y. Herbert Weinsoff, 74 Canal Street, Ellenville, N.Y. 12428; attorney for applicants.

[SEAL]

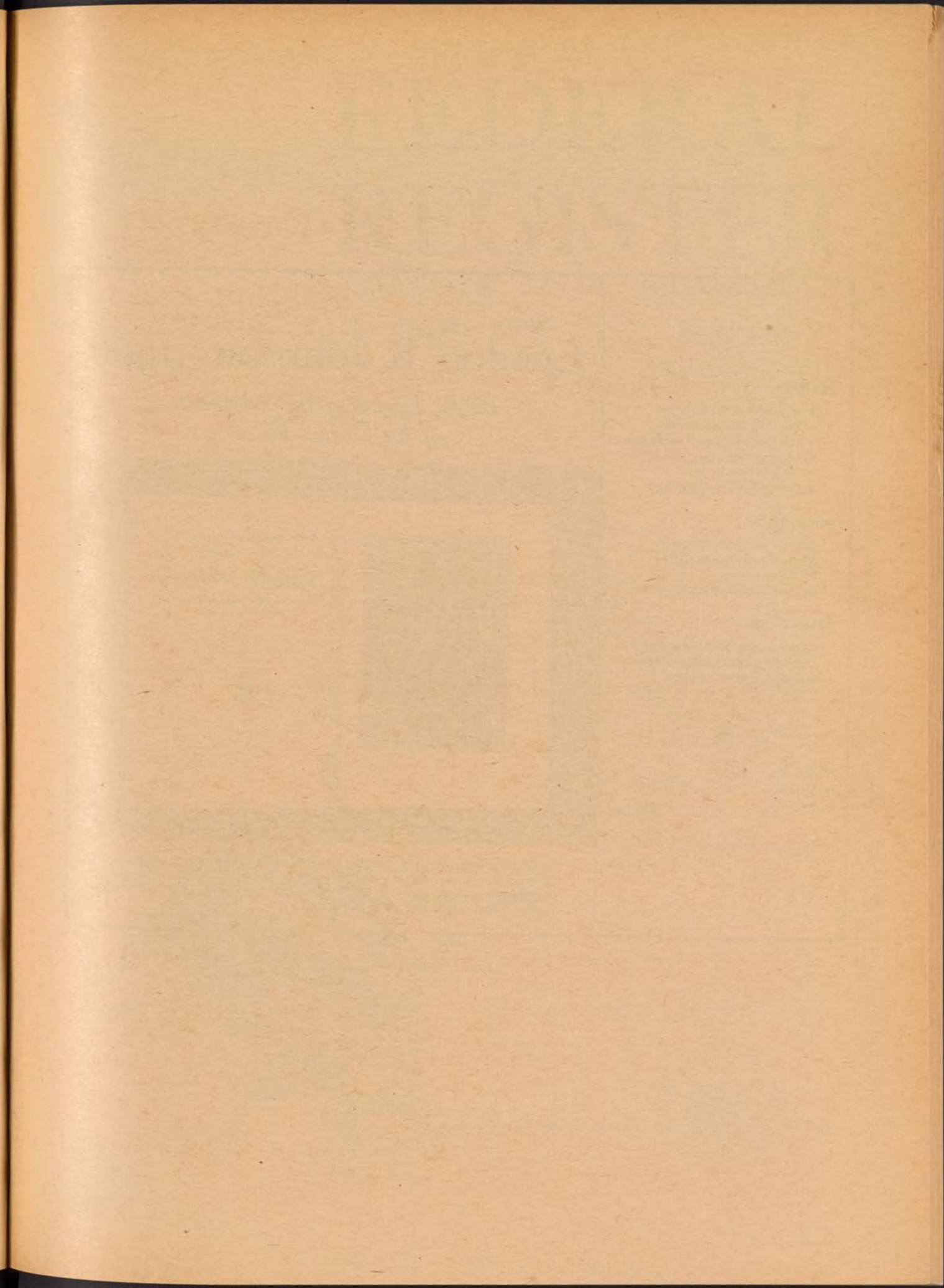
H. NEIL GARSON,
Secretary.

[F.R. Doc. 68-5501; Filed, May 7, 1968; 8:49 a.m.]

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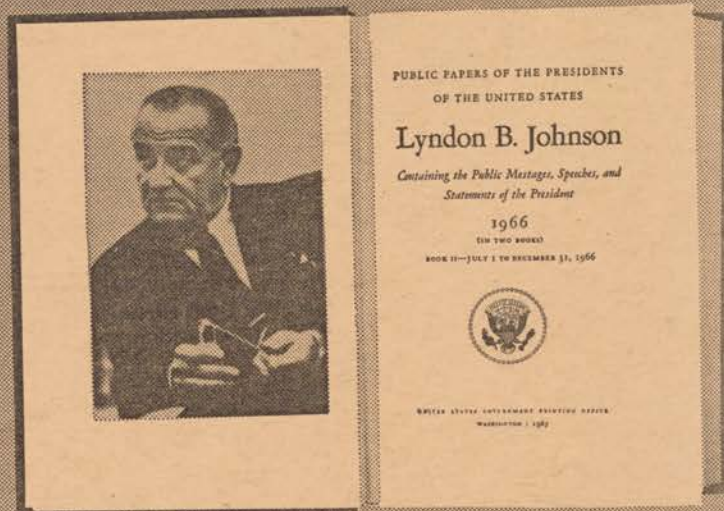
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Lyndon B. Johnson - 1966

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